

Official and Classified ADVERTISEMENTS

Continued from Page 15

ENGINES FOR SALE

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FORD - BMC - CUMMINS**

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PERKINS marine diesel V2.95M, list No. 24562, brand new, complete with instrument panel. Can be seen at North Sea Marine Rig Services, 20a Ugie Street, Peterhead. Telephone: 0457/0586. Current list price £1,275 two/three months delivery. From us it's ex-stock and 10% discount.

PETTER 16.4hp 2.1 reduction diesel, recent overhaul, new top hat and bearings, £400. 77 Stockdale Gardens, Deal, Kent, telephone: 2419.

FOR SALE

Four New **CROSSLEY HRN3** Marine Propulsion Diesel Engines

240hp at 370 RPM, direct reversing, three cylinder, bore 10 1/2 in. x stroke 13 1/2 in. air star. Each engine is complete with all ancillary equipment including Michell Trust Block, built-in air compressor, water pump, bilge pump, etc. etc. Adequate supplies of new spare parts are available at extra cost. Price each unit £9,200 F.O.B. at warehouse. Each unit is packed in original makers case.

For further information please write or phone: K. BRANUM & CO. LTD., Grove House, 581 London Road, Isleworth, Middx. Telephone: 01 860 3441.

New Caterpillar D343TA marine propulsion engines
(440hp INT. 380hp CONT.) with twin disc MG 514 14.5:1 boxes
25% discount off manufacturer's List Price!!

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GARDNER, Ford, BMC and other marine engines, over 50 units new, rebuilt, secondhand in stock. 3-3000hp at sensible prices. Send for price list. Belweather Engineering, Drayton Mill, Nr. Abingdon, Oxon. Stevenage 587.

2800hp 300rpm B & W Alpha diesel, four cylinder two stroke, built 1048 in class B.V. Can be seen running c/w air compressor, air bottles and many spares and tools, £2,850 or offer for quick sale telephone: Faversham 5251.

BORG WARNER Valve Drive gearbox and all accessories at unbeatable prices with quick efficient service from Moray Marine, 294 Old Chester Road, Birkbech and Morayville, telephone: 061 648 3889/3898.

LISTER LD2 has been re-conditioned throughout and has a new mechanical 2:1 gearbox, fitted with electric start, will p/s Lister engines over 20hp or W.H.V. offers telephone: 0341 280 248.

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ELW Gardner, 2.1 reduction, £1,750. Six cylinder Ford, £850. Telephone: Torquay 27278.

GARDNER ENGINES
Reconditioned 4-12 and 12-18 models. Also spares and reconditioned heads and cylinder blocks. Fuel injection pumps and spares, large stock for Borman, Ryeon and Volvo Penta.
OLAZERBROOK ENGINEERING
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WANTED

WANTED, David Brown marine engine 11 or 8 cylinder and 500 B radio telephone VHF, Box No. 514.

TRIO F.D.S. SKINNING MACHINE REQUIRED
STATE PRICE, AGE AND CONDITION
BOX No. 519

ONE pair hanging blocks and one pair deck sheaves for 50ft. trawler. Telephone: Scarborough 75253.

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WANTED, Liferit minimum six man certificate parties to hand. c/o Robertson, Sandbank, Argyll, Scotland.

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WANTED, Two 50 gallon Calor gas crab boilers and gear. Box No. 508.

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LIFERAFTS wanted, we purchase all types of liferaft, date of manufacture, make, and last service please. Liferast Servicing Co. 14 Chapel Road, Tiptree, Essex. Telephone: Tiptree (0821) 816441.

WANTED for 50ft. MFV yacht conversion, auto pilot, VHF, radio telephone, radar, log, 24 volt diesel generator, bilge, Bywater, Ash Lake Lane, Fishbourne, L.W. Telephone: Winton Bridge 882541.

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ENGINES WANTED

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WANTED Gardner, Kelvin, Blackstone, Caterpillar marine diesels, willing to pay top price. Telephone: Cruden Bay 357 after 6 pm.

TO HIRE
To hire marine fishermen requiring 40-50hp trawler with gear, on shore basis, south coast, Box No. 518.

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NO LIMIT - NO MONEY

Irish protest at new climb-down

IRISH FISHERMEN are being urged by their leaders to stop boat loan repayments to the government in protest against yet another 'climb-down' to the EEC on a 50-mile limit. The announcement came in Brussels on Monday from the new Irish Minister of Fisheries, Patrick Donegan.

After a meeting with EEC Fisheries Commissioner, Finn Gundlach, he said Ireland had once again extended for two weeks its deadline for the introduction of unilateral measures to protect their fish stocks in Irish waters. This includes a ban on vessels over 110 ft. operating within 50 miles of the coast.

Mr. Gundlach praised the Irish government's decision as part of a forward-looking common policy. But angry Irish fishermen's leaders walked out of a briefing session with Irish ministers in Brussels and heated words were exchanged between fishermen and government advisors.

Mr. Donegan said that he had convinced Mr. Gundlach that long-term proposals for the protection of Irish fish stocks should be met by the middle of April — and the final decision taken by the Council of Ministers by the end of June.

The likely plans would include quotas and regulations on the number and size of the boats that could fish in Irish waters, as well as the length of time they could stay. Mr. Donegan said that he had reiterated the Irish claim for a 50-mile coastal band. He was very happy with the progress made after the meeting and is optimistic that an EEC

solution could be found to conserve Irish fish stocks.

The attitude of fishermen has been the complete opposite. Both the Irish Fishermen's Organisation and the fishermen's branch of the Irish Transport and General Workers' Union have complained bitterly about what they describe as a Government 'climb-down'.

The Irish Fishermen's Organisation issued a statement saying it had been cheated by the government on the limits issue. It demanded that the government should either honour its agreement with fishermen to get a 50-mile limit or admit that it was too weak in the face of continental criticism.

The IFO also claimed that the government had deliberately withheld information about

what it is going to do for the fisherman.

John Murray, IFO chairman, claimed that Mr. Donegan had allowed an extension period despite the fact that the north-west and north Donegal fishery areas are not included in EEC conservation proposals. Mr. Donegan claimed that the government was demanding these two key areas should be included.

A statement by the National Fishermen's branch of the Irish Transport and General Workers' Union condemned the "government refusal once more to take decisive action to protect the dangerously low Irish fish stocks".

The matter is to be raised in the Irish Parliament by the opposition Fionna Fail party. Their spokesman on fisheries, Denis

Gallogher, said that the minister seemed to have lower and lower to the dictates of Brussels, to the detriment of the Irish fishing industry.

Meanwhile, it has become clear that a very little solid planning has been done on the reviving of an expanded fisheries protection service. At a press conference in Cork on Monday the Minister of Defence, Oliver Flanagan, said that the former fishing and seismic vessel *Helen Boss* is being leased from Denmark and would arrive in Ireland at the end of this month to begin protection duty.

A second all-weather protection vessel is being built in Cork and a third is under consideration. The naval service had only 502 personnel and would have to be strengthened.

SEA TRANSFER

The fish carrier *Lalla Bach* from Denmark pumps aboard mackerel from the powerful Scots pair team of *Kallista* and *Ubarous* off Cornwall last week. The transfer was made in Carrick Roads, at the entrance to Falmouth harbour, and around the other side of the ship the Plymouth-registered *Dur Shaba* was unloading. More and more mackerel has been leaving the south-west aboard carpiers as this winter's season has progressed. Now, however, the buyers and boats are dispersing as the season comes to a close. At Newlyn the mid-water fleet has been hanging up their nets to dry, while a few Cornish line boats still caught the odd 300-stone plus catch last week. Generally, however, the fishing was patchy.



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There are 15 basic models of Caterpillar Marine Diesels covering the range of 80 to 1125 continuous horse power, so there's the right engine whatever the job.

The purchase of all Cat Marine Diesel Engines is supplemented by the finest back-up service in the world, part of what we call CAT PLUS. Readily available parts, round the clock service and a selection of preventative maintenance schemes designed to enable you to keep your Cat-built equipment working and earning. CAT PLUS offers you the total facilities of our organisation.

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GIANT LOSSES ON CANADIAN RUN

THE EXPERIMENT of sending three Grimsby side trawlers to fish off Canada has cost the Boston Group over £80,000. When the three vessels returned from their 4,500-mile round trips this week, every landing was a dismal flop.

First in at Grimsby on Monday was *William Wilberforce* (Skipper Alan Denison) which made £15,872 after 31 days away. She landed 1,385 kits which included 850 of cod, 450 reds and 60 of dab. Over 500 kits were unsold, mainly reds, witches and cod, while 118 kits of cod went to the salters.

Boston Boies (Skipper Colin Newton) only fared a little better at Grimsby on Wednesday when she made £20,579 for 1,185 kits. This included 850 kits of cod and

280 reds. There was a lot of redfish in the 118 kits which went unsold. Diverted to Hull on Wednesday, *Boston Comanche* (Skipper Albert 'Bonzo' Hollington) really hit a low when she made only £8,351 for 1,015 kits. After 30

days at sea nearly half the catch was condemned, some 135 kits were unsold and 98 went to the salters. *Boston Comanche* brought back mainly redfish.

All three vessels were reported to have spent a lot of time steaming around. With the weather very bad and a lot of ice about, skippers were unable to get on grounds they had intended to fish.

A spokesman for Boston said that the only way they would go back to Canada would be with a freezer trawler.

delighted with the response — and we are expecting still more applications", he said. "There are really good prospects in the industry. This is not a flash in the pan". Many of the applications came through the Lowestoft

HERRING HUNT
From page one

Purse seiners joining in the fishing included the Shetland boats *Azalea*, *Wovecrest*, *Serene* and *Antares*, plus the mainland boats *Vigilant*, *Pathway*, *Lunar Bow*, *Convallaria V*, *Courage*, *Conquest*, *Aquila* and *Aquarius*.

These had been caught before the start of the ban the *Serene* and *Sundari*, also previous night and earned a lot of money having moved units

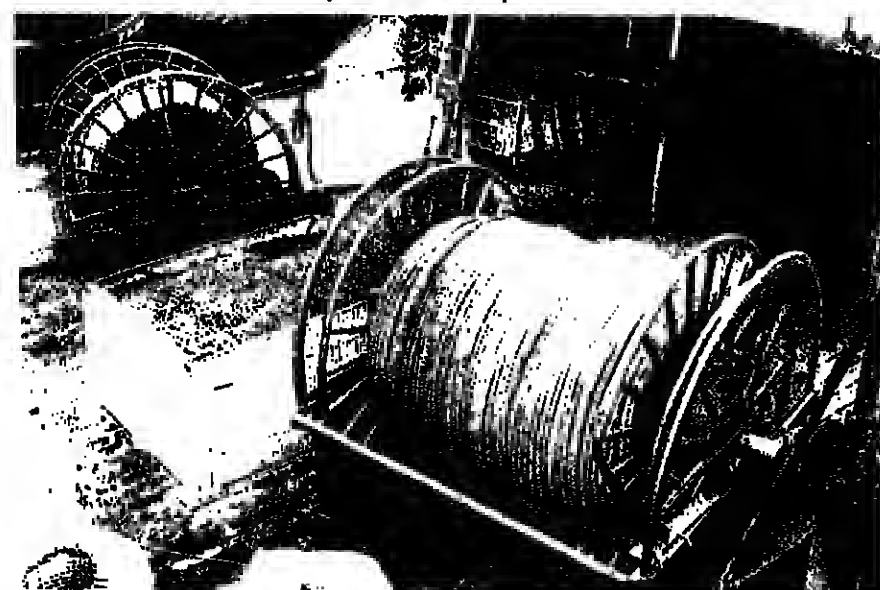
up from the Minches. Landings at Fraserburgh remained fairly constant during the two months and even as late as February 28, over

SKIPPER WILLIE CAMPBELL of the "Ajax"

has now decided to change to
ROPE REELS

We are pleased that he chose FISHING HYDRAULICS

Rope Reels in particular

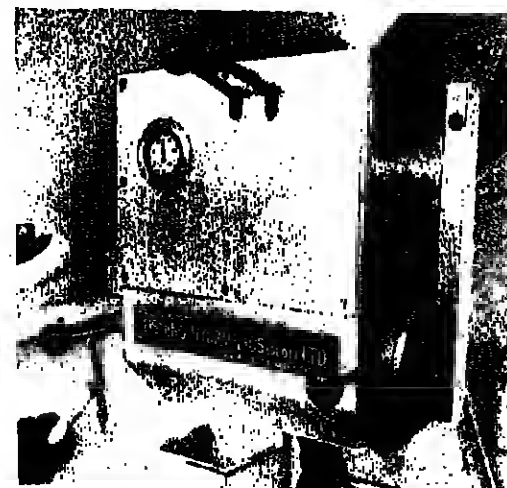


The reels fitted on "Ajax" are special on two counts:

- (1) NEW DESIGN OF BRAKING, which allows for shooting of rope with controllable back pressure to suit fishing conditions. The braking of these reels can be done from the wheelhouse or forward as previous installations
- (2) A slot in the main flange allows damaged rope to be guided on to an auxiliary drum, without the need to stop the reels or winch.

You can't break records if you have to stop fishing. Fishing Hydraulics' reels help keep the tonnages up. Available in three sizes: fitted with wire mesh guards.

On this installation the Control Panel was positioned forward. The location and design of this Panel would be to suit the individual Skipper's requirements.

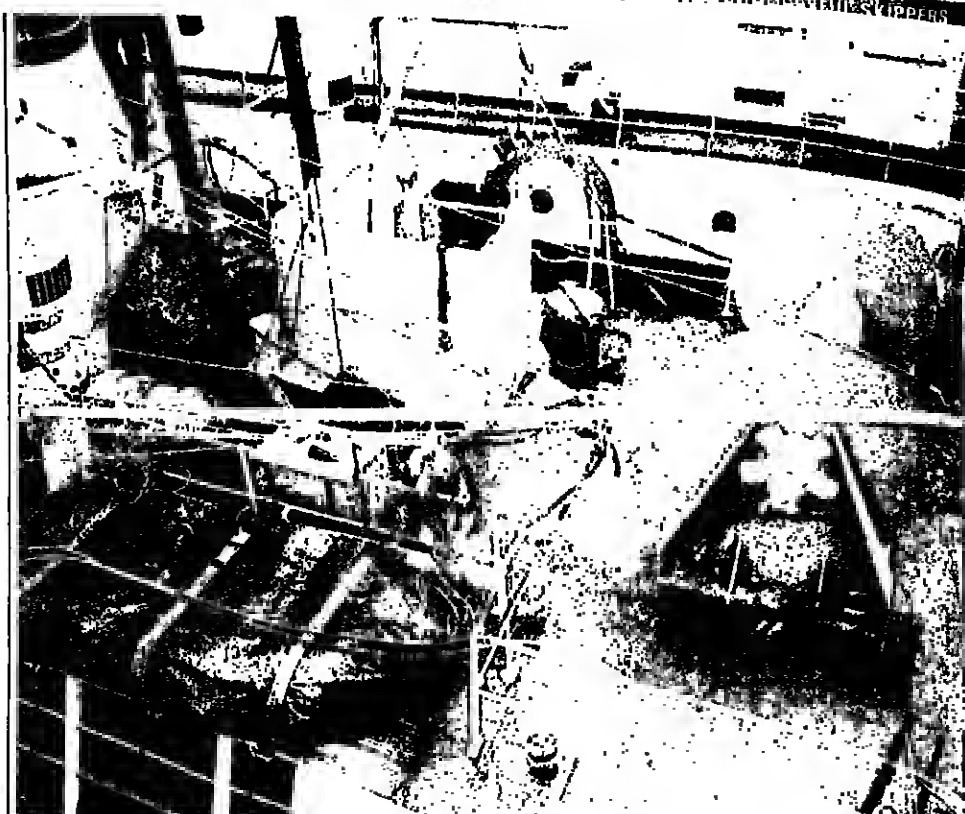


FISHING HYDRAULICS (Scotland) Ltd.

STATION BRAE, ELLON, ABERDEEN, SCOTLAND

Tel: 0368 20717. Telex: 73355

Agents for FISH & SHIPS GEAR A/S and RAPP FABRIKKER A/S



The deck layout on *Crystal Palace*, the ship is now on charter to the WFA for blue whiting research.

Pelagic 'Palace' on blue whiting

THE 441-TON former Grimsby distant water trawler *Crystal Palace*, has been chartered by the White Fish Authority for research into pelagic fishing for blue whiting off the west coast of Scotland.

The conversion work which has changed her into a giant multi-role vessel was completed at the Hunter port last week.

Crystal Palace, commanded by Skipper Dave Wilson, left Grimsby last Monday on a trip which is initially scheduled to last 22

days. The emphasis is likely to be on fishing techniques and gear experimentation.

The vessel, which does not have a sloop yet, is the first Grimsby trawler to assess her potential on blue whiting.

Crystal Palace is the third of three almost identical conversions by the long-established trawler owners, Consolidated Fisheries Ltd. The two earlier conversions, *Real Madrid* and *Carlisle*, have been pelagic fishing the mackerel grounds on Cornwall.

With the season now virtually at an end, both vessels could be returning to their

home port within the next week or so.

Obviously, Consolidated will be taking the *Crystal Palace* trip very seriously indeed; the company has already declared its interest in the blue whiting fishery a commercial basis for a commercial vessel and the chances of all three moving on to blue whiting look promising.

Other forms of fishing which have been considered are mid-water fishing, industrial fishing or, if the worst came to the worst, bottom trawling again.

Boat hits slip in gale drama

THE FIVE-MAN crew of the 60ft. Bridlington inshore trawler *Hannah Louise* was rescued by breeches buoy late on Sunday night after their vessel was driven aground near the harbour's south pier in a south-easterly gale.

She went aground despite the efforts of three lifeboats, one of which was disabled in the bid to keep the trawler afloat from a concrete slipway.

Skipper Brian Taylor of Bridlington remained on the steel trawler after the crew had been taken off and only agreed to leave after midnight when *Hannah Louise*, held by one of the lifeboats head to wind, was pounding heavily on the slipway near the resort's Spa Royal Hall.

The four-hour drama began in the early evening when *Hannah Louise* joined a queue of vessels waiting for the tide to enter the harbour. The lifeboat was called when the vessel was swept parallel to the south pier towards the shore.

Bridlington's own lifeboat was in harbour waiting to sail for Amble on the Monday to have a re-fit. Only a few hours earlier a reserve lifeboat had completed a 600-mile trip from Cornwall.

Fred Walkington, coxswain of Bridlington lifeboat, said: "We decided it would be quicker to take the boat from the harbour to get to *Hannah Louise*. There was a very nasty sea running, but we managed to get a rocket line to her with a rope and began to pull to try and keep her from the beach."

The coxswain explained that an effort was made to keep the trawler head-to-wind, but the line parted and the lifeboat surged forward. "We ran over the anchor cable which fouled our propellers. Then we were helpless," said Mr. Walkington.

It was decided to launch Flamborough lifeboat under Coxswain George Pooley — and also launch Bridlington's reserve boat.

Although a crew was soon found for the reserve boat, there was no coxswain who could supervise launching the boat by tractor.

Flamborough fisherman Alwyn Emmerson, who is also a member of Flamborough lifeboat crew, agreed to take charge of the launching of the reserve boat, and was later

praised by Mr. Walkington. Mr. Emmerson took the lifeboat alongside the Bridlington boat and Mr. Walkington and another crew member jumped on board and took over.

A number of loes were put aboard the trawler, but the parted. She was swept on to the slipway despite efforts to tow her out to sea.

As the waves began pounding the boat on the slipway, coastguards decided to take off the crew by breeches buoy. Four men were brought ashore on to the promenade where relatives were waiting. As crowds gathered to watch the drama, police had to clear the south pier and promenade to make way for an ambulance and other vehicles.

On two occasions the boat had to stop traffic and leave the Roy O'Brien while rockets were fired from the lifeboat to the shore.

When conditions became worse at high water, it was decided to take Skipper Taylor off by breeches buoy. The trawler was refloated on the next high tide.

£84,837 FOR C.S. FORESTER'S LONE LANDING

NEWINGTON'S top-earning wet fish stern trawler *C.S. Forester* topped £80,000 for the second time this year when she landed at Hull on Monday.

The only trawler landing, she made £84,837 for 2,859 kits caught by Skipper Dick Taylor and his crew during a 22-day trip to the Norwegian coast.

The vessel had daily earnings of £4,856. She realised an average of £34.99 per 100 lbs. for her codstuffs and £24.53p for 1,280 kits of haddock.

The vessel's three trips so far this year have all been to the Norwegian coast grounds. In a total sea-time of 66 days the trawler has grossed £22,866 for 7,889 kits — an average of over £4.528 per day.

Her trip details are:

Limit on haddock

THE Scottish Fishermen's Organisation has brought in a weekly 30 cwt. per crewman limit on haddock landings.

It applies to both gutted and ungutted fish landed at the ports of Peterhead, Fraserburgh, Macduff and Wick.

The order has been signed by Skipper William N. Buchan, chairman of Peterhead Port Landing Committee, and James Lovie, chief executive of the SFO.

Restrictions on ungutted haddock landings have been enforced for some time by the Aberdeen Producers' Organisation and the Anglo-Scottish PO.

Members of the industry feel that the SFO has fallen into line by issuing the order, which is a conservation measure.

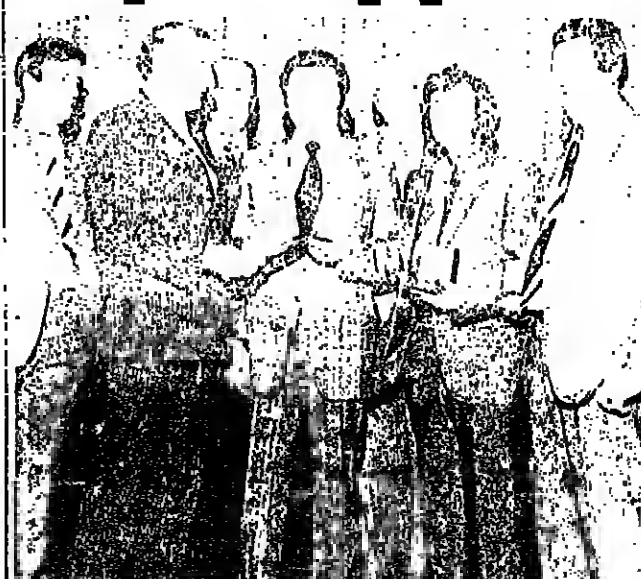
January 26, 25 days (Skipper J. Atkinson), 2,079 kits, £81,242; February 17, 19 days (Skipper Dick Taylor), 2,961 kits, £86,787; and March 14, 22 days (Skipper Dick Taylor), 2,859 kits, £84,837.

In 1976 the vessel's first three trips — one to the White Sea and two to the Norwegian coast — took a total of 68 days and her total catch of 8,032 kits made £158,031 (just over £2,291 a day).

C.S. Forester was due to start another Norway coast trip yesterday (Thursday). On the same day *Hammond Innes*, skippered by Bill Brettell, was expected to discharge a catch of about 2,600 kits from the same grounds.

Meanwhile, BUT's *Kingston Amber* (Skipper M. Clark) made £39,799 at Hull's Tuesday fish sales for 1,465 kits caught on a 24-day Norway coast trip.

AF awards to top skippers



Mr. W. A. Dalziel, director of Associated Fisheries Scotland (second left), with trophy winning skippers.

SKIPPERs who operate through the Associated Fisheries (Scotland) Ltd. agency attended a presentation ceremony last Friday at the Craw's Nest Hotel, Anstruther, to mark their achievements in 1976.

The awards were made by William Dalziel, director of the firm Associated Fisheries (Scotland) Ltd.

Skipper Dave Smith received a silver salver for being the leading seine net skipper in Scotland. He had a total grossing of £278,481 between his two boats, *Argonaut III* and *Argonaut IV*.

He earned £92,716 during the early part of the year with *Argonaut III* and then went on to gross £185,764 with the new *Argonaut IV* which was delivered from the Campbeltown Shipyard in the summer.

Steadfast earned £202,208, while *Mary Croan* finished the year with £212,720.

There were presentations of gold watches to skippers who passed the £100,000 mark in 1976. These were: John McLean of the trawler *Bickleigh*; Skipper John Muir of the great line boat *Ocean Dawn*; David Muir of the great line boat *Ocean Sceptre*; Albert Smith of the seiner *Renown*; and Skipper Willie Watson of the seiner *Contender*.

THE NAPIER CO. (Arbroath)

FISHING NEWS apologises for the error in the telephone number quoted in last week's Napier advertisement and regrets any inconvenience caused.

The correct number is:

0241-75112

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DILEMMA ON HUMBERSIDE

THE HUGE financial losses by the Boston Group's distant water vessels *Boston Boeing*, *Boston Comanche* and *William Wilberforce*, which returned last week to Grimsby from month-long trips to Newfoundland, have spotlighted yet again the plight of Humberside's search for fresh fishing grounds.

Presently, the only distant water grounds available to the fishers are those on the Norway Coast and in a small arc of the White Sea, but companies are wary of over-fishing these grounds as Norway is not in the EEC and all cod currently caught will eventually have to be set against quotas following some sort of swap deal between the EEC and Norway.

This deal, although agreed in principle, has yet to be converted into quota tonnage for 1977 and owners fear they must now take out their trips to the Norwegian waters lest they have exhausted them, when known, before the year's end which could mean more vessels being laid up.

In the past, with the bulk of the wet fish fleet operating off Iceland, the freezer have concentrated on the Norwegian grounds, usually with little in hand to allow many wet fish trips after the spring Norway coastal fishing.

To keep the freezers fully employed, therefore, other grounds must be found for the fishers, or vice versa.

Already BUT at Grimsby has pulled five 'K' class distant water vessels off the distant water grounds and put them back on to the West of Scotland. Other moves to ration out this valued Norwegian quota, when it comes, include putting freezers on to the Newfoundland grounds and even the possibility of pelagic conversions.

Consolidated Fisheries

Ltd. has already taken this step and the firm is already rationing cod catches by its eight remaining distant water trawlers which at a pinch could also work the middle water grounds without too much difficulty.

Boston, too, is already committed to at least one pelagic conversion for one of its 140-footers, but it is the bigger trawlers which are causing the problems of 'where to fish'.

Hopefully, the Newfoundland exercise would have given the company some breathing space in this direction, but the enormity of the failure shook everyone concerned.

All three vessels involved were laid up immediately after returning last week at Grimsby, but a spokesman for the company told *Fishing News* it was hoping to get them back fishing soon and mentioned the west coast of Greenland as a possibility.

He confirmed there had been a dispute with the Canadian authorities over a clause in the licence for *Boston Comanche* concerning permission for a 10 per cent only by-catch, but it was new legislation and the vessel had been unaware of the implications of the big catch of redfish until it was too late.

Theoretically anything over the allowed 10 per cent should have been dumped and, ironically, it was the bulk of these by-catches which constituted the unsaleable fish when all three vessels returned.

The spokesman added, that with so much at stake looking for new grounds, there is a body of opinion which feels the EEC should arrange for a compensation fund to meet the cost of some part of the fuel oil costs, which accounted for a very large portion of the expenses, when vessels mounted up huge losses as with the Newfoundland venture.

The dilemma of the distant water owner, trying to keep operational on ever-

decreasing grounds, was a point forcibly made by a delegation from the BFF which met MAFF Minister, John Silkin, in London last Friday and again in Brussels last Monday when the same team met EEC Commissioners.

The present thinking is that the EEC is spending far too much time arranging deals with countries like Spain and Portugal, who have nothing to offer the UK, without sorting out the major problems affecting the British distant water effort like the quotas individual companies can expect from the Norwegians and pressing Iceland for a new deal.

Hundreds of tonnes of fish, mainly tads, caught off Newfoundland by *Boston Boeing* being offloaded into an offal truck at Grimsby last week. The fish went on to a topsy-turvy market and was sent to the local fish meal factory.



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HERRING MEN IN A QUANDARY

PETERHEAD boats having spent the winter trawling for herring in the Minches are now coming home for their annual overhaul. *Fishing News* spoke to Skipper James Duthie of the 90ft. *Accord* last weekend and asked him what he felt about the state of the herring fishery.

"We're just at the stage where we're having to think again. As far as pair trawling is concerned, all the close seasons and restrictions are working against us," he said.

"We don't know what quotas, restrictions and close seasons will be in operation this year and so we don't know how to plan our future. We're in a bit of a quandary. Normally we would expect to go to the Clyde fishing soon but we don't know whether it will be worth it. No one has even told us what the quota for the Clyde is going to be this year, and we don't even know whether the Minch is going to be closed or not during the next few months."

Skipper Duthie pointed out that the pair trawlers would

expect to work a quota system in the Clyde and would normally manage to scrape along. In the summer they would make up for any losses in the Clyde by enjoying better fishing off north east England, but now they find they are restricted by various local by-laws there.

He said: "Pair trawling is a shallow water fishery and if we can't work within three miles off shore we might as well finish. We fish coastal herring, but we're finding that to maintain our own fishing standards we've got to become criminals."

He went on to say that the various fisheries inspectors seem to interpret their local by-laws in different ways. When 'trawling' is prohibited some take it to mean 'bottom trawling' while others assume it includes mid-water trawling as well.

Skipper Duthie said that because of this a skipper did not really know whether he

was breaking the law or not until he got arrested. On top of all this, the fishermen do not know whether there will be a close season off north east England this summer.

So, if they cannot use this English fishing to compensate for just scraping along in the Clyde, Skipper Duthie says his boat may have to switch to white fishing.

However, quite understandably, the white fish men do not want the herring fishermen to do this, he said, because it only strains the white fish quotas.

Even the summer Shetland herring fishing is not of much value to the pair trawlers as normally the shoals are in deeper water.

As yet, there is no word about what restrictions there will be at the Isle of Man.

"So we are wondering how things are going to turn out and we're just living day to day," said Skipper Duthie.

"What we need is some sensible legal from Government."

"If they could come up with a responsible five year policy we could plan for it. As it is, we don't know whether to re-invest or not."

Skipper Duthie would like to see each skipper given a total allowable catch for his boat to exploit in the interests of the industry.

For instance, at the moment skipper could go and fish rich shoals at Shetland and allow the Minches to be stock themselves.

As it is, there is now a close season in the North Sea for pair trawlers back into the Minches.

Skipper Duthie thinks the industry is getting bogged down with bureaucracy. Rather than helping fishermen's organisations to get into a muddle.

A fisherman no longer knows who is responsible for what, or who to turn to for advice.

Spratters back at Peterhead as season ends

WITH THE winter sprat season off north east England almost at an end the majority of the nine or so Peterhead boats taking part have now come home.

Most of them were in port at the end of last week but three vessels, *Sor of Peace*, *Kathleen* and *Devotion*, were said to have come across a shoal of sprats somewhere off the Forth and were landing a decent catch in Grimsby.

Skipper Bruce Thain of the 80ft. *Constant Friend* said it had been worthwhile going to the sprats although this season has not been as good as the last. A high price of £50 a ton being paid by the fish meal factories had helped to compensate for smaller catches.

Because of the absence of

sprats from their normal grounds off the Tynes, the boats have had to steam further afield and work the shoals off the Yorkshires coast.

Constant Friend and her three partners *Unity*, *Starlight* and *Brighter Dawn* have fished some six to 12 miles off Flamborough Head for much of the time, but with these grounds lying some 80 miles from the Tynes, they have only been able to land their catches two or three times a week.

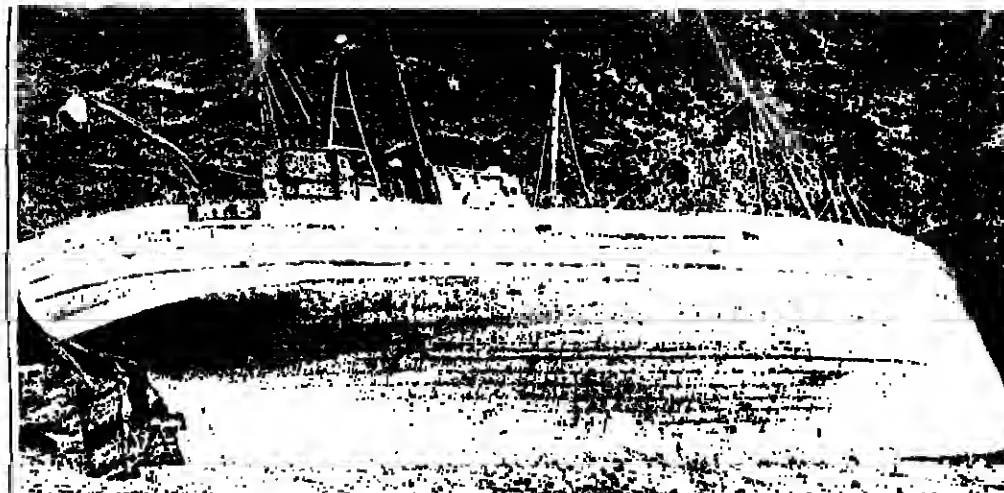
Skipper Thain said that while the boats had to search around on some nights, generally the fish were there and, although hauls were smaller than last year, they have been able to catch as much as 50 to 60 tons in one shot at the net.

Generally, the sprats have been of good quality and

towards the end of the season the boats were selling catches of 200 to 300 crans to Norwegian freezer vessels for freshening at prices ranging from £10 to £16 a cran.

A number of boats found herring at some time during the season.

On two occasions *Constant Friend* and her partners made hauls between them of 1,100 and 500 units off the Durham coast. They were sold at between £12 and £16 a unit to British buyers.



Brighter Dawn — stranded until high tides in April.

ONE OF the two largest fishing boats in the tale of Man fleet, *Brighter Dawn*, broke her moorings at Peel Breakwater and is now stranded on the rock bed coastline at Lady Point four miles away. The 75ft. vessel, valued at £82,000 including equipment, is owned by the island's leading fishmonger, Peter Canipo of Douglas.

She had been taken into Peel with engine trouble and the engine was stripped prior to some high winds and heavy awails on the island's west coast.

None of the six man crew was aboard when the engineless vessel drifted out to Lady Point.

Attempts to refloat *Brighter Dawn* have proved unsuccessful and now the tides have fallen back making further attempts impossible.

It is understood that a tug will be brought from the mainland if bad weather does not set in and damage the vessel beyond repair.

So far no attempt has been made to trace or raise the 39ft. trawler *Argo* which sank six weeks ago at Loxey. Continuous bad weather has made any attempt impossible.

PRAWN RECORD FOR MALLAIG

THE DEMAND for prawn tails at Mallaig this month saw the port record fall twice. On March 1, the local boat *Enniscorthy* hit £32,000 a stone and this was followed on March 4 by £33,800 a stone when the Inverness-registered boat *Minerva* landed.

The catches were bought by Murry Fish Supply.

Both white fish and shellfish results have shown a dramatic increase over the past two months, compared with last year. The white fish auction scheme introduced by the Scottish Fish Producers' Organisation at the port last November seems to be working well.

A fleet of 50 vessels is now operating from Mallaig and fishermen are reported to be happy with the prices they are now getting.

White fish sales at Mallaig have gone much better than we hoped, said an SFO spokesman. "Problems have been minimal but the prices are more than we expected," he added.

Two new pursers

THE owners of our biggest purse seiner — the 135ft. *Chris Andra* — have now ordered two more. These are to be built in Norway and Holland for the Tait family of Fraserburgh and will be around the same size as *Chris Andra*.

Keels have been laid at the Kormoy yard in Norway and at Maaskant in Holland. Both vessels will be powered by Norwegian Wichmann engines.

Kormoy built *Chris Andra* REPAIRS to the Grimsby multi-purpose boat *Shawnee*, now back in her home port after her Pannance sinking, have been completed at a cost of £200,000 — not far short of the original building costs.

and the new vessels are expected to cost around £1.3m. each.

Norwegian yards are enjoying a fishing boat building boom. The Ferøe Islands have ordered eight trawlers and a mother ship is being built for Nigeria.

Dutch dozen THERE was the start of a mini-invasion of Fleetwood by Dutch beam trawlers last week when *Willeen Adriene* arrived to work the Morecambe Bay grounds for soles. She landed a catch on her arrival which was immediately put into containers for shipment to Holland. There are various estimates of how many will follow her. At the moment it is thought that at least 12 Dutchmen are in the area.

fishing news

Editor: Harry Barratt
Assistant Editor: Ian Strutt
Advertisement Director: Fred Purcell

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Just for the record

Kelvin Hughes have introduced two multi-purpose echo sounders, the Depmar 103 and 131. Their economical price bores their performance, and their size and reliability make them ideal for the smaller vessel.

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Depmar 103 and 131 echo sounders are available now from Kelvin Hughes. Write or phone for full details.

KELVIN HUGHES

A DIVISION OF SMITHS INDUSTRIES LIMITED

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DEPMAR 131 Smaller than the 103, the DEPMAR 131 is only 210 x 290 x 150 mm and weighs 6.8 kg (14½ lbs). It has six depth ranges between 0 and 120 fathoms with alternative scales to 240 fathoms and, in addition, a 'flasher' with two range scales, providing for paper economy on passage. The DEPMAR 131 has a 4 inch wide paper compared with the 103's 6 inch, but like the 103 it has white line, a 'bottom anywhere' facility, and very low power consumption. Alternative 60 kHz or 200 kHz transducers are available for wooden and fibreglass vessels, and a 60 kHz transducer for steel vessels.

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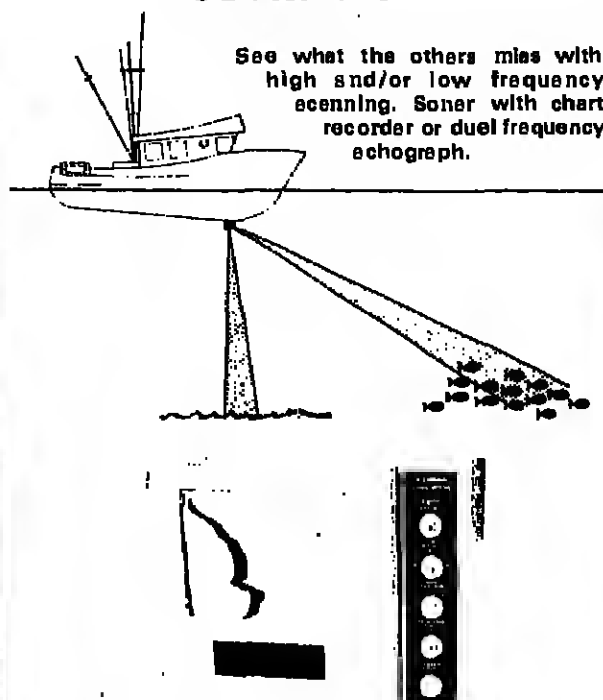
For your space reservations please contact Ian Selwyn-Yates, Sales Manager, World Fishing Exhibition, Industrial and Trade Fairs Ltd., Radcliffe House, Blenheim Court, Solihull, W. Midlands B91 2BG, England. Telephone: 021-705 6707. Telex: 337073. Cables: Inclafsa Solihull.

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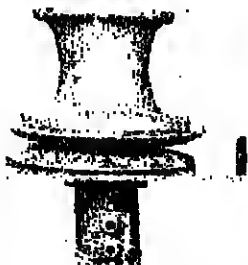
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Wide Spanish net and cord range

A FEW months ago, in answer to a query about a certain type of rope, I suggested a source of supply and, as I have not heard from the inquirer since, I presume that he was able to get what he wanted.

At the time I had not had an opportunity of examining samples and reading catalogues of ropes, lines, twines and nets available from Redexport, the sales organisation which represents a consortium of Spanish net and cordage manufacturers. Otherwise I could have told him precisely where he could get them.

Wear

Not long afterwards I wanted to replace some halyards. Those I had been using had been made from one of the first ropes to be constructed with a braided nylon sheath and, after the halyards had been in constant use for about ten years, they had started to wear through in many places. And although the filaments inside were intact and there was probably plenty of strength left in the rope, I did not want to continue using it.

In search of a suitable rope replacement, I did not want to pay the price asked for pre-stretched polyester rope — best of all for fibre halyards — or prices asked for several other types of rope likely to prove satisfactory. So I decided to get particular and prices of Redexport ropes which might be suitable for use as halyards.

The range produced by the consortium, which this organisation represents, proved to be so vast and the mental effort involved in converting pesetas per kilo into pence per fathom so daunting, that I nearly abandoned search from this source before I started.

But eventually I discovered a polyamide rope so constructed that it would be likely to make satisfactory halyards at a price — if my calculations should prove correct — which appeared reasonable.

No regrets

Consequence is that I have replaced the worn halyards with it and so far have no regrets at having done so. Neither shall I have any if it lasts only half as long as the braided sheath, filament core rope. I shall have had good value for money.

As a result of this exercise I think that if you are in need of natural or synthetic fibre, combination or wire rope for any particular purpose and cannot get what you want from your usual sources of supply, it could well pay you to find out what Redexport can offer to meet your requirements.

It would be surprising if it is unable to meet them exactly. For the consortium consists of no less than nine associated companies, some of them with long experience of producing cordage and/or nets for use in the fishing industry.

Oldest established company in the group is Jaime Ribó S.A. which has headquarters in Barcelona and

two factories — one at Badalona and the other at Pateron near Valencia. It was founded in 1850 and now employs over 600 trained workers.

At one or the other of its works it can make any type of net you might want, from an inshore shrimp trawl to a tuna purse seine. And it is also likely to be able to supply any type of natural or synthetic rope you may want including eight-strand and combination ropes.

So is Cardenera Mur S.A. whose works are at Pontevedra, on the shores of the fifth of Vigo. Established as a unit of the Mer group of fishing vessel owners in 1965, this company now has a labour force of 325.

It makes nets of all sorts in all types of synthetic fibres and ropes of sisal and manila as well as combination and steel wire ropes. It is well known for its production of fully-mounted demersal and pelagic trawls.

Redexport's head office is in Joaquín García Morán, Madrid. General Agent for the UK is Agustín D. Piqué, who operates from 21 Foley Street, London W1P 7LH, and will be glad to help you if you have difficulty in obtaining any type of rope, line, twine or net you may want at a reasonable price.

ANY QUESTIONS?

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

John Burgess' Log



RIGGING DOGFISH LINES

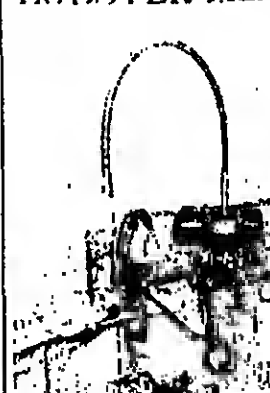
"I SHOULD be grateful if you can tell me the best way to rig lines for catching spur dogfish — what size and type of lines and hooks to use, what sort of snoods, what distance to space them apart and what bait?"

"I should also like to know the best way to work the lines — how long to leave them down and so on?"

A year or so ago an expert longline fisherman, who used to employ the method all the year round from Lowestoft and Grimsby, told me how he rigged his lines for dogs. And this, as far as I can recollect, is how he did it.

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Three records set at Grimsby

DESPITE the somewhat topsy-turvy effects of last week's markets at Grimsby — with hundreds of kits of fish unsold and ending up at the fish meal plant — there were at least three new grossing records.

Lindsey Trawlers' *Lucerne* (Skipper Frank Gilchrist) made the firm's best-ever grossing on the Monday when she made £18,193 from a widely mixed 17-day Western trip, with haddock and cod as the main varieties.

However, this 134-footer, the port's only major challenger to the middle water monopoly of the 181ft and 11.4-fm *Lucerne* Ltd. fleet, had the most money to land the worst market of the week and hopes of Lindsey's first-ever £20,000 plus grossing went by the board.

Lower down the scale the three-year-old Danish tangle-netter *Torino* (E 202), commanded by Skipper Peder Kjerfager, made £11,306 from 198 kits of big North Sea cod from an eight-day trip, of which only five were spent actually fishing. This was the best-ever grossing for a tangle-netter at the port.

It was another of the port's long-established companies, Consolidated Fisheries Ltd., which raised its company record to £56,887 when *Norfolk* hit last Friday's bumper market with an 18-day Norway coast trip of 1,787 kits. This grossing was also a new national record for a 130 ft. sidewinder.

Through the Tom Sleight (F.S.) Ltd. agency, which also held the previous record by the 63-ton *Dane Erna* Hoy, she grossed £10,396 from 344 kits last September.



Lucerne made a company record grossing for owners Lindsey Trawlers Ltd. of £18,193 from 814 kits.

which raised its company record to £56,887 when *Norfolk* hit last Friday's bumper market with an 18-day Norway coast trip of 1,787 kits. This grossing was also a new national record for a 130 ft. sidewinder.

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SWAN JOINS BOARD

ANDREW B. SWAN has been appointed to the board of directors of Cosalt Ltd. in Grimsby.

Mr. Swan joined Cosalt in 1967 and was, for five years, managing director of their Canadian subsidiary Grimsby-Colonial Ltd. of St. Johns, Newfoundland.

On his return to the UK in 1972, Mr. Swan was appointed general manager of the fishing gear and ships chandlery division of Cosalt, a position he retains.

Prior to joining Cosalt he was at Aberdeen and Kilbride with the firm of W. & J. Knox Ltd.



Andrew Swan — now a member of Cosalt's board of directors.

Norton Queen hits new high at Lowestoft

THE LOWESTOFT port record for trawlers under 110 ft. has been broken again — this time by Tallamann's *Norton Queen*.

She brought in a catch of 692 kits last week which made £16,165 — well ahead of the existing record of £13,000 set up by *Hathorleigh* last year.

Norton Queen is skippered by T. Davey and made her record landing after a 12-day trip.

In second place at the port last week was the *Small & Co.* stern trawler *Suffolk Quest* (Skipper Richard Fluke), with a £15,107 grossing on Monday from a 600-kit landing after 12 days.

Another stern trawler, *Boston Group's Boston Sea Fury* (Skipper Victor Crisp), grossed £14,126 from a 546-kit landing on the Thursday after 12 days.

Fourth place went to the

Colne Group's side trawler *St. Georges* (Skipper R. Jones) at Tuesday's market with a £33-kit catch selling for £12,508.

Skipper Mike Raven brought *Boston's Boston Sea Sprig* into fifth place with a £12,476 grossing on Monday from a 494-kit catch.

Small's Suffolk Chieftain (Skipper Edward Bright), a 245-ton side trawler, was in sixth place with an £11,874 grossing on Tuesday from a 524-kit catch.

Other good landings during the week including the small stern trawler *Boston Sea Knight* with 400 kits and *St. Luke* (ex-Boston *Lightning*) with 428 kits, both on Monday. *Oulton Queen* had 522 kits on Tuesday, when SSAPA also landed with 429 kits. Wednesday saw *Underley Queen* land 415 kits and *Suffolk Crusader* with 440 kits.

FAROE REPRIEVE

THE BRITISH middle water fleet got an unexpected reprieve from a major fishing clamp-down on the Faroe grounds this week.

The Faroe Islands has decided to postpone the introduction of a severe catch limit inside her 200-mile economic zone which could have laid up 20 Aberdeen trawlers.

The reprieve was announced in Brussels and John Silkin, the Minister of Agriculture, Fisheries and Food, who is the acting president of the EEC Council of Ministers, said that what had looked like an absolute ultimatum had been averted.

Faroe Prime Minister Alti Dam, who was in Brussels to sign a long-term agreement on fishing, promised that full consultation on the proposed measures — due to have come into force on Wednesday this week — would begin when the agreement had been signed.

The Faroe had intended to restrict catches during the next six weeks to only 1,000 tonnes, compared with the 7,000 tonnes taken by UK boats in the same period last year.

Bob Allen of the Aberdeen Fishing Vessel Owners' Association, who is also Scottish Officer of the British Fishing Federation, had said that there is 'absolutely no

doubt whatsoever' that the conservation measures would have virtually 'write-off' Aberdeen fishing at Faroe for six weeks.

There were also fears that proposed closed fishing boxes, which are on traditional grounds, would become a permanent feature — resulting in around 20 Aberdeen trawlers regularly fishing off Faroe being laid up.

GIANT LOSS

SEVEN deckhands resolved equal suspensions on Tuesday totalling 392 days after refusing duty on the Grimsby trawler *Boston Phantom*.

Slack fishing and bad weather on a trip off the Fries prompted the men to demand settling compensation equal to a £25,000 grossing.

The *Boston Group* refused and recalled the vessel.

On Monday the 11-day trip made only £3,530 from 128 kits. Losses were put at £9,000.

NEW NAME

SMALL and Co. has renamed *Priscilla* (LT 372) as *Suffolk Craftsman*. The name became well-known at the port during the sixties by another vessel now named *Winkfield*.

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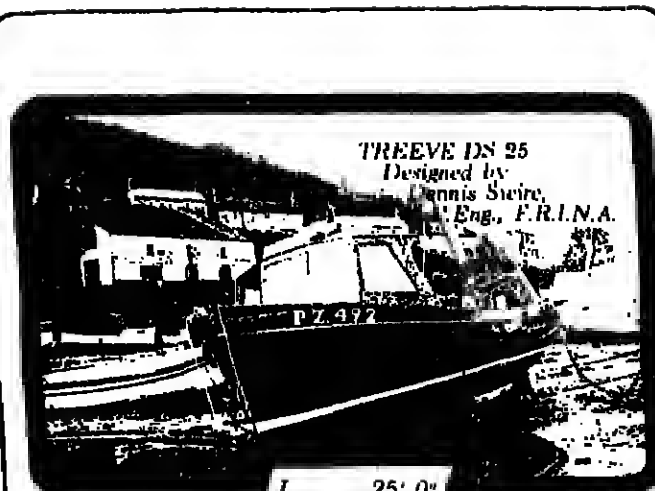
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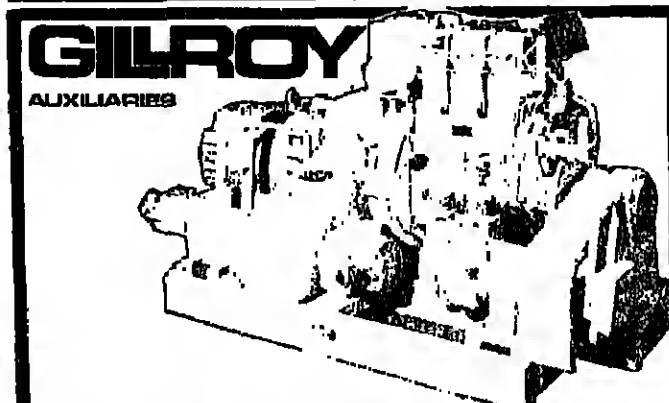
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Scots switching over to white fish pair trawling

PAIR TRAWLING for white fish is gaining in popularity in Scotland and there is every indication that more vessels will switch to this method during the year.

Two of the latest boats to turn to pair trawling are the 58ft. Macdonald vessels Sengul and Star Award, working under skippers Kenneth West and Maurice Slater.

Both vessels had formerly worked single-boat white fish trawls quite successfully, but their skippers decided to try pair trawling as it can cover a greater width of ground and has advantages in economy and efficiency.

They have each taken delivery of a pair trawl from the Boria Net Co.'s net factory at Strichen, near Fraserburgh, and are currently fishing in the Moray Firth.

The net is a modification of an existing pair trawl designed by Boris Howard which has been used successfully by a number of Scottish vessels, including Constellation and Accord of Fraserburgh, and Frey and Aquila of Tobermory. It differs from this earlier net in that it has a larger fishing circle which gives a higher opening.

The net has 532 six in. meshes around the fishing circle and is designed to catch

the higher-swimming fish in addition to those on the bottom.

Made of polythene, the net is of two-seam design with a headline of 13ft. and has six in. meshes on the wings. Sengul and Star Award are using three 15 ft. bottom stretchers each side and these are linked to the 4ft bottom 21 in. wire sweeps by a 14 in. steel bottom chain.

At the time of shooting the gear, a weight is hung to the

hooking point between the sweep and the trawl wing.

With a total length of 140ft., the groundrope consists of a 40ft. centre section of 18 in. plastic bobbin, flanked on either side by 25ft. section of 12 in. plastic bobbins, and with 25ft. Swedish-style rubber down each toe.

The plastic bobbins are Viny of Denmark and the Swedish bobbins, and the 25ft. groundrope rig is mounted on 11.32 in. Drag Alloy chain connectors.

Pair trawling for white fish is also finding favour among those boats which would usually concentrate on herring. Because of close seasons on herring, they must now do alternative work for some of the time. And it is more economical for them to use trawls rather than seine nets.

A Boris white fish pair trawl of the same design as rig as those made for Sengul and Star Award is being made for Skipper John West and the 80ft. Gardenawast East. She has been fishing for herring in the North Minch, in partnership with the Moray Fish & Quilt Waters, and has been one of the few herring boats doing quite well.

The Strichen factory is quoting for white fish pair trawls for larger vessels in the 50 to 100 ft. range, most of which have formerly concentrated on herring.

Bob Mathison, manager of the factory, told Fishing News: "We'll soon see a surge in the white fish pair trawl, but the net which is keeping us exceptionally busy at the moment is the 'fishhook' or 'Maurice' single-boat white fish trawl."

Designed by Mr. Mathison, these are polythene nets which can be fished on the edge of the ground. They were made in 1975 for Fraserburgh boat Eileen and a larger model was designed for the 60ft. Marnatha of Buckie.

A number of these nets are being made for vessels which are switching over from herring and sprat.

Marnatha's nets are being made for the four boats registered in Fraserburgh: Huncybourne, Ocean Trust, Silver Harvest and Star Quest.

When our executive decided that the best way to give support to our fishermen was to organise a petition for a 50-mile limit, we received almost 100 per cent support, irrespective of political views, and were congratulated all round for trying to do something positive for the local fishing community.

Although we were aware of some concern regarding what Norway might do re. a 50-mile limit, those fishermen who expressed concern still said that a 50-mile limit around our shores was required in order to conserve fish stocks and they supported the petition.

With such a limit we would then be in a stronger position to negotiate with Norway and other countries.

It would appear today that there is an unanswerable case for a 50-mile limit, and I would suggest that Fishing News would do well to put the interests of the fishing communities before the interests of big business in the fishing industry, and that our candidate for a better informed then you give him credit for.

Furthermore, Mr. McQuarrie

most of these plastic boxes are, meanwhile, imported.

J. R. Mitchell, O.B.E., Chairman, East Aberdeenshire Conservative Association.

Mr. McQuarrie's campaign was based on an 'exclusive' 50-mile limit. If all foreign vessels are banned, there is nothing left to negotiate with — ED.

When is someone in authority going to have the courage to authorise a real cull to reduce the numbers to a reasonable figure?

I would be pleased to hear if any other parts of the country have or had, this problem and what measures the fishermen could take to safeguard their livelihood.

We on this coast have had limitation orders, conservation boxes around river mouths, hours of fishing out back, increased licence fees, attacks from the radio and angling papers, rodmen and ripper owners for the shortage of salmon in the rivers, yet no mention is made of Mr. Seal.

It's obvious he has better public relations officers than we do.

James Tait, 24 Brook Street, Whitby Bay, Tyne and Wear.

As soon as the note went into the water, up popped a seal — with all his relations. It's not surprising really that the last count of heads of these oversexed furry pests in 1876 was 10,000. At the end of the war I believe it was 350.

Further, Mr. McQuarrie

Rate change

CHANGES in White Fish Authority and Herring Industry Board loan interest rates were made on March 6, 1977.

The new rates of interest for vessels under 50ft. are: new engines are, up to 10 years, 11 per cent; 10 to 15 years, 14 per cent; 15 to 20 years, 16 per cent.

For processing plants: five years, 14 per cent; 10 to 15 years, 16 per cent; 15 to 20 years, 18 per cent.

Rates on advance made before March 5, 1977, are unchanged.



Greenland trips hit 'rockbottom'

FLEETWOOD trawlers returning from East Greenland last week were hit by depressed prices for their catches while the same misfortune hit some of the port's middle water trawlers.

Jim Cross, Fleetwood manager for J. Marr and Son Ltd., said: "Prices are absolutely terrible. To be blunt the market is bloody awful."

The firm's stern trawler Jacinta (Skipper Gordon Wignall) returned from Greenland with 1,378 kits, with cod and rabs the main varieties, but only made £26,000.

Mr. Cross said: "We would have normally expected to make £34,000 to £35,000 from the trip." He said that Jacinta's fish had averaged £18.88 a kit, opposed to £28.02 on her previous voyage.

He said the bottom had

been knocked out of the market by imported fish, especially codlings from such places as Norway. "This is not playing it fair with our industry and trawlermen."

Norway can keep their prices well down because of heavy government subsidies. Something must surely be done about this unfairness.

In view of the prices, I would expect to be able to buy my fish at the chip shop for 5p less, but I bet it won't happen that way."

He said Anderson, president of the Fleetwood Fish Merchants' Association, said that a national lack of demand for fresh caught fish could well have been accelerated by fish imports. He called for action to be taken to curb fish imports.

"We are fed up talking about the complacency and lackadaisical approach of the government in protecting our home industry."

But Mr. Cross' remarks

about chip shop prices brought a sharp reaction from James Morris, a local fish frrier. He said they implied fish frriers were making a point.

He commented: "In the last three months' trading I have made just £100 — and that is for working four dinner times and six nights a week. Insurance and stamps have to come out of that yet so it's not much of a wage, is it?"

He agreed, however, that something should be done about cheap and subsidised foreign fish damaging the British industry and endangering men's jobs. "I have every sympathy with the plight of the trawling industry and believe something should be done."

"Mr. Cross was wrong when he said that fish and chip shops should immediately reduce prices. Fish and chips round here — they cost 32p at my shop — are the cheapest in England."

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Further, Mr. McQuarrie

SIX GET THEIR TICKETS

THE first six fishermen to attend the Lewis Cestia Technical College at Stornoway, Isle of Lewis, for their certificates of competency have all passed with flying colours. This was the first 14-week block release course organised by the college and the pass rate was well above the national average. Seen here with their instructors in the simulator room of the college's navigation department are, from left to right: Captain Ian Mackenzie; Donald M. Murray; John M. MacLeod; Angus J. MacDonald; Norman A. MacDonald; and Captain Willie Mackay.

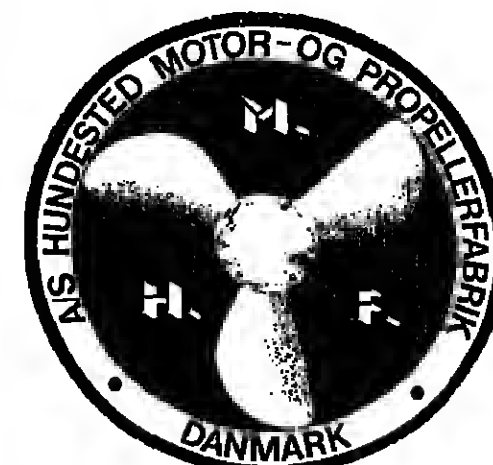
ALL IN ORDER

ROBERT McLennan, the Parliamentary Under-Secretary for Prices and Consumer Protection, visited Grimsby last Friday to watch the morning fish auctions and meet members of the Grimsby Fish Merchants' Association.

On Mr. McLennan's agenda were talks on trawler fish supplies and prices. He later said he had a number of useful talks to follow up from his discussions with the merchants and had seen no disadvantages on the fish docks.

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Further, Mr. McQuarrie

A new idea in trawling from Skagen...

POOLE'S SHORT BUT HECC SPRAT BOOM

Quota system came out of a hat!

WHEN the winter sprats shoaled off the south coast port of Poole ten years ago, the local fleet of crabbers quickly switched over for a season's trawling. Here, Skipper Martyn Melhuish (pictured left spratting aboard the boat he then owned *Little Sister*) tells the story of this inshore fishery which has now disappeared.

THE 1968 winter sprat season at Poole, Dorset, will long be remembered as the year of the glut and, perhaps, the beginning of the erratic fortunes for local inshoremen which followed.

Prior to the 1968 winter the sprats had arrived for several years on time — usually the first week in December — and provided steady fishing for the Poole, Lymington and Weymouth fleets.

The 1968 winter season opened with large concentrations of fish close inshore. As the season progressed prices fell dramatically and, at the peak of catches in January of that year, they reached an all-time low of 4d. (around 14p) a bushel!

Government subsidy was paid at the rate of 2.10d. (14p) per bushel, so it was really only the subsidy the fleet was fishing for.

A quota system was imposed by the area's main buyer. Names of the pair teams were put into a hat and lots were drawn to see who fished the next day. Pairs not drawn one day would fish the next.

The fishing was so heavy that some pairs were steaming for home, both vessels fully loaded, by 10.00 am. Ferrograph 500 sounders were the main fish finders used and they were found to be very good for locating even small shoals of sprats.

On one occasion we steamed just ten minutes from Poole Bar Buoy, turned the sounders on and found we had a continuous mark 30ft. deep. It was similar to a bottom reading — the bottom had been completely blacked out. We decided to shoot and managed to tow for only a few minutes before the entire net rose to the surface. That tow resulted in over 400 bushel of prime fish.

On returning to Poole it was low tide and this made the job of unloading difficult. We unloaded as usual in bushel bins to measure the total catch for subsidy.

Large pounds of fish boxes were set up on the quay and the fish was heaped in the middle. Most of this fish was destined for fertiliser, but the fish left over after the fleet of lorries gone was bulldozed back into the water!

The question of part-timers versus professional men reared its ugly head. Many of the Poole part-timers had shift jobs in the local gas works, which enabled them to fish on certain days. This imposed quotas on the whole fleet.

The main buyers, Ken Greenhale and Martin Proctor of Topham, did their best to ease this problem but it was never satisfactorily solved.

The Poole men, without doubt, proved that small boat mid-water pair trawling was "herded up" in the sprat

very effective and, I believe, could easily be adopted to catch other species.

Main types of gear used were the Larsen and Boris nets. These varied from four-fathom square nets for the smaller vessels, some only 22ft. long with 15hp each, to the larger eight or ten fathom square nets used by vessels in the 30-35 ft. range with 30-40hp each. Four equal tapered panels of 4in. mesh in the mouth, decreasing to 4in. mesh in the bag, was the basic construction.

The gear was usually rigged with 56 or 80lb. weights on the wing ends, with a further 56 or 80lb. weight on the lower bridle up to two fathoms from the net. Headlines were rigged with 15-30, 6in.-8in. trawl floats. Bridles were mainly leaded 14in. circ. rope; towing warps 14in.-14in. leaded marked at five fathom intervals.

Fishing depth of the gear was determined by calling up a third vessel to sound the net with her echo sounder. Different warp lengths were tried and calculations enabled the gear to be set accurately, as long as weight or buoyancy were not altered. The Ferrograph and groundrope very clearly and, from this, the mouth opening could be measured.

Capstan

Very few of the vessels had trell winches. The water in the area has an average depth of only 60-80ft. and so crews could use leaded rope with a capstan.

Most of the pairs shot over the starboard side, but we found gear shot over the stern could be worked more quickly. This enabled a shot to be made and the gear to start fishing in a very few minutes. Normal procedure was that one boat would carry the net and shoot it; the pair boat would then come alongside, take the starboard bridle equipped with a quick release clip, and pull away at an angle.

Various depth and adjustments were made as fish was marked on the sounders. The hauling procedure was that the vessels would close on one another, with the bridle and warp then being passed back to the net boat. The other boat then attached to the net boat's port side, presented herself astern on and both warps were then passed over.

The net boat then had one warp behind the wheelhouse and one through the forward pot roller (most of the vessels were crabbers with stern wheelhouses). The towing boat would then tow at 90 deg. downwind to the net boat, thereby bringing the net ease this problem but it was never satisfactorily solved.

Once alongside, the net boat would be hauled by hand until the fish were found to be mid-water pair trawling was "herded up" in the sprat

bag. The bag was then stropped along the gunwale, as some bags were as long as the boats. It was then that the bag was opened to allow some fish into the "cutting-in piece", a three fathom long narrow part of net.

The laborious process of cutting-in would then begin.

A bicycle wheel with the spokes removed, or an iron hoop, was passed over the cutting-in piece to allow a manageable amount to be lifted over the side.

Very few vessels had watertight decks and, as several gallons of water came aboard with each 'cut', reliable bilge pumps were the order of the day!

A large net ten-fathom square could hold 400 bushel and very often the cutting-in took several hours. On occasions vessels could be carried out of Bournemouth Bay to the powerful tide races of Peveril Point and Durston Head — in jute with 300 bushel of dead fish pulling the vessel's gunwale well down as you approached a very short, steep overfull sideways in.

One vessel, the old Scottish trawler *Our Boys*, did successfully engage in single

boat mid-water fishing. Two pairs of the fishery were *Isle of Purbeck* (Swanage) with *Blossom* (Lymington); *Elle May* (Lymington); *Elle May's Friends* (Lymington); *Maid/Pisces* (Mudford); *Evam/Lucky* (Mudford); *Tan* (Mudford); *Part/Atlantis* (Weymouth); *Haern Maid/Mike* (Mudford); *Nord* (Mudford); *Peveril Pride/Well* (Swanage). Some pairs from West Bay, Dorset, very good seasons and fleet once swelled to over 100 boats.

that they were diverted to St. Catherine's Point, on the Isle of Wight, during their movement up Channel. Shoals were then first found close under the chalk cliffs of Freshwater Bay, I.O.W. The pair team of *Isle of Purbeck* and *Blossom Jill* were very successful fishing there and, normally, had a good price for their early catches.

As the weeks went by the fish would be found in the Dolphin Bank area on neap tides and close inshore in Bournemouth Bay on springs. It was when the fish came

The '69-'70 season started roughly on time, December 8. Catches, however, were very much lighter with the average being in the region of 100 bushels per day. Prices started at 22s. (£1.10) for the first few days, then steadied at between 13s. to 7s. (85p to 35p). Government subsidy remained at 2s.10d. per bushel.

The general movement of the sprat shoals seemed to be that they were diverted to St. Catherine's Point, on the Isle of Wight, during their movement up Channel. Shoals were then first found close under the chalk cliffs of Freshwater Bay, I.O.W. The pair team of *Isle of Purbeck* and *Blossom Jill* were very successful fishing there and, normally, had a good price for their early catches.

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The fishing shrankened off early in January and we had finished by the 28th, a month earlier than normal.

During this season I had several interesting experiences. Once we had shot on a small mark and missed it. We decided to tow on as neither of our two vessels had marked fish. But, unknown to me, a large mark of fish had passed right in between our boats and straight into the net! When both our engines began to overheat, we realised the net was full. Looking astern, the whole net was on the surface till from the month to the bag. As we hauled the gear, it sunk with the weight of the fish.

Dead

All the fish were stone dead, the result of towing for too long, and they had to be manhandled to the surface before we drifted over some high rocky ground. That shot produced over 400 bushels and three aching backs.

Later that season we found that a cycle of sometimes many years affects the stocks in the area. So, no doubt one day the fishery will return.

As a very experienced fisherman once remarked: when one door shuts in fishing, another opens. How right he was, but that's another story.

Next in the series — the South Coast lobster boom.

Recalling some of the stories which appeared in our columns this week 50 years ago.

MARCH 19, 1927

NEWFOUNDLAND seal fishing fleet leaves for the Labrador annual hunt. The fleet consists of nine vessels with a total of 1,160 crew members.

NEW illegal trawling bill introduces £100 fine for first offence. Skipper's and vessel's certificates withdrawn if gear not stowed in prohibited waters.

EXPLORATORY voyage to discover where the large haka have disappeared to leaves Fleet-wood next week.

OVER £18,000 worth of nat-sought salmon landed by Tyne fishermen last year.

ANGLO-Norwegian fishing expedition to Greenland for haddock proves a success.

PLYMOUTH fleet strikes in protest against fish Russia and Poland.

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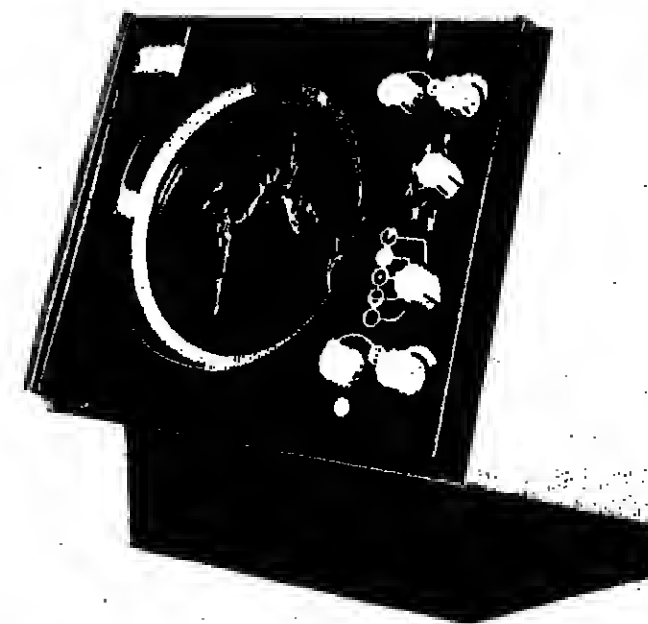
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A Decca service support helps make the 110 popular as a second radar in larger ships.



*orders to date for 110 and 101 = 15,274

ON ON



Torbay Pearl (Skipper Graham Butler) with her net out. This Weymouth boat teamed up with Atlantis while on sprats.

The '69-'70 season started roughly on time, December 8. Catches, however, were very much lighter with the average being in the region of 100 bushels per day. Prices started at 22s. (£1.10) for the first few days, then steadied at between 13s. to 7s. (85p to 35p). Government subsidy remained at 2s.10d. per bushel.

The general movement of the sprat shoals seemed to be that they were diverted to St. Catherine's Point, on the Isle of Wight, during their movement up Channel. Shoals were then first found close under the chalk cliffs of Freshwater Bay, I.O.W. The pair team of *Isle of Purbeck* and *Blossom Jill* were very successful fishing there and, normally, had a good price for their early catches.

As the weeks went by the fish would be found in the Dolphin Bank area on neap tides and close inshore in Bournemouth Bay on springs. It was when the fish came

The fishing shrankened off early in January and we had finished by the 28th, a month earlier than normal.

During this season I had several interesting experiences. Once we had shot on a small mark and missed it. We decided to tow on as neither of our two vessels had marked fish. But, unknown to me, a large mark of fish had passed right in between our boats and straight into the net! When both our engines began to overheat, we realised the net was full. Looking astern, the whole net was on the surface till from the month to the bag. As we hauled the gear, it sunk with the weight of the fish.

Dead

All the fish were stone dead, the result of towing for too long, and they had to be manhandled to the surface before we drifted over some high rocky ground. That shot produced over 400 bushels and three aching backs.

Later that season we found that a cycle of sometimes many years affects the stocks in the area. So, no doubt one day the fishery will return.

As a very experienced fisherman once remarked: when one door shuts in fishing, another opens. How right he was, but that's another story.

Next in the series — the South Coast lobster boom.

Recalling some of the stories which appeared in our columns this week 50 years ago.

MARCH 19, 1927

NEWFOUNDLAND seal fishing fleet leaves for the Labrador annual hunt. The fleet consists of nine vessels with a total of 1,160 crew members.

NEW illegal trawling bill introduces £100 fine for first offence. Skipper's and vessel's certificates withdrawn if gear not stowed in prohibited waters.

EXPLORATORY voyage to discover where the large haka have disappeared to leaves Fleet-wood next week.

OVER £18,000 worth of nat-sought salmon landed by Tyne fishermen last year.

ANGLO-Norwegian fishing expedition to Greenland for haddock proves a success.

PLYMOUTH fleet strikes in protest against fish Russia and Poland.

into the shallow bay there that the large nets scored: our net would almost fish from the surface to the bottom!

We also found that after the first early morning shots by the fleet the fish, if left alone for a few hours, would reform. Most of the fleet would continue steaming east to the Freshwater area, but we quietly cruised around and allowed the fish to reform. Then we hit them again — in such to the disgust of other skippers who had probably steamed a round trip of 30 miles.

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50 years ago

brought into the port by rail being sold as local catches.

JAMES George Howell elected Alderman of Billingsgate. He has been a fish salesman at the market for the last 50 years.

BRITISH Trawlers' Association offers to assist the Food Council with its inquiry into fish prices.

ABERDEEN'S fish curing station — now the largest in Scotland — ships 800 barrels of salt herrings to

in protest against fish Russia and Poland.

'IYSHA': QUICK-CHANGE ANCHOR SEINER

THE NEW Grimsby multi-purpose boat *Iysha* is the latest completion by the Marstal Træskibsværft yard at Marstal, Denmark. The vessel follows the now familiar lines of modern wooden Danish-type anchor-seiners, but has been cleverly designed to fulfil other roles and can easily be converted for industrial fishing, fly shooting or pair trawling.

Owned by A. E. Richardson & Co. Ltd., *Iysha* (GY 341) is an up-dated version of earlier Marstal tonnaga supplied to this rapidly expanding Grimsby concern and the yard is already working on *Queenie S* (GY 344), yet another order, which will follow *Iysha* into service during the summer.

Command of the vessel has been given to Skipper Denis Sørensen, one of Grimsby's younger generation of skippers whose experience at various different methods of fishing belies his years.

Iysha is of oak on hull construction, with a raked stem, flush deck, cruiser stern and steel framed and braced mahogany deckhouse. She is registered under Port IV at 39.5 tons with the following main dimensions: length 61.75ft., registered length 58.25ft., breadth 18.05ft. and depth 8.35ft.

The main engine is a Gerdner 8L3B diesel, developing 230 bhp at 1,150 rpm and coupled through a 4.13 : 1 Twin Disc International Marine reduction and reverse gearbox to a fixed three-bladed Hundestad VP9 propeller. This gives a mean speed of about 9 knots.

Shaft

The pitch of the blades can be altered by a simple adjustment on the shaft to suit different work. At the forward end, through a flexible coupling, an extension shaft belt drives a GGG self-priming bilge and general service pump incorporating a switchover valve to circulate sea water through the main engine oil cooler and heat exchanger.

Also driven on the extension shaft are the lower winch belt pulley and a belt take-off to a Transmotor ACG-220 alternator of 6.8 kW, capable of producing 220 amps at 24V.

The drive to the stepped-down top shaft, for main winch operation, is engaged from the deck by a conventional jockey pulley arrangement riding on the winch belting. Hydrex Hamworthy and Vickers Vane hydraulic power packs, for the net hauler and rope drums respectively, are also driven from the top shaft by etap-up belts.

For auxiliary power supplies there is a Lister ST226M, of 16.2 bhp at 2,000 rpm, belt driving a 1 1/2 in. Diesel bilge and general service pump plus a Transmotor ACG-165 alternator of 3.8 kW, capable of 110 amps at 24V. Nordco Radio Elektro A/S installed the 24V d.c. electrical systems, including Transmotor AVER-600B transformers for both alternators and switchboards.

featuring the resettable throw-out fuse warning system.

Engine starting, some lighting and instrument operation plus standby power is supplied by four 12V chloride batteries, in two banks, and other engine room equipment includes Midfyne Electro-Ringe intake and extract fans with fire dampers in the external coamings, a Mads Olesen electric motor powering the hydraulic steering pump and an overhead fire sprinkler system.

A total of 2,000 gallons of fuel can be carried in four wing tanks while a freshwater tank in the bows holds 1.5 tons.

The fish hold, served by one central watertight hatch and eleven Faaborg bunker plates in the decking for industrial fishing purposes, has a capacity for 60-tons of bulk fish, or about 500 kits of iced white fish. It has a concrete floor with a central channel draining into slushwells and is divided on either side into five sections by plate partitions fitted into floor-to-roof galvanised steel stanchions. Aluminium pound boards are used.

Net hauler

Deck machinery comprises a Norlau 40FKNR winch, athwartships in front of the wheelhouse, with a 1 and 3 : 1 two-speed gearbox on the engine room casing, a Ramme type 'A' two-drum seine rope storage unit on the port foredeck and a Hydeme KB-04 double sheave pedestal net hauler, locally controlled, in the stern. Galleys are provided fore and aft on the starboard side only. Sheaves and rollers are by Norlau.

A hydraulic bilge pump, for clearing the fishroom when industrial fishing, is stepped beside a Faaborg manual bilge pump on the forward port engine casing beneath an Allweller sprinkler hose and hand pump. A second Faaborg pump is forward between the rope drums and the port rail for the accommodation.

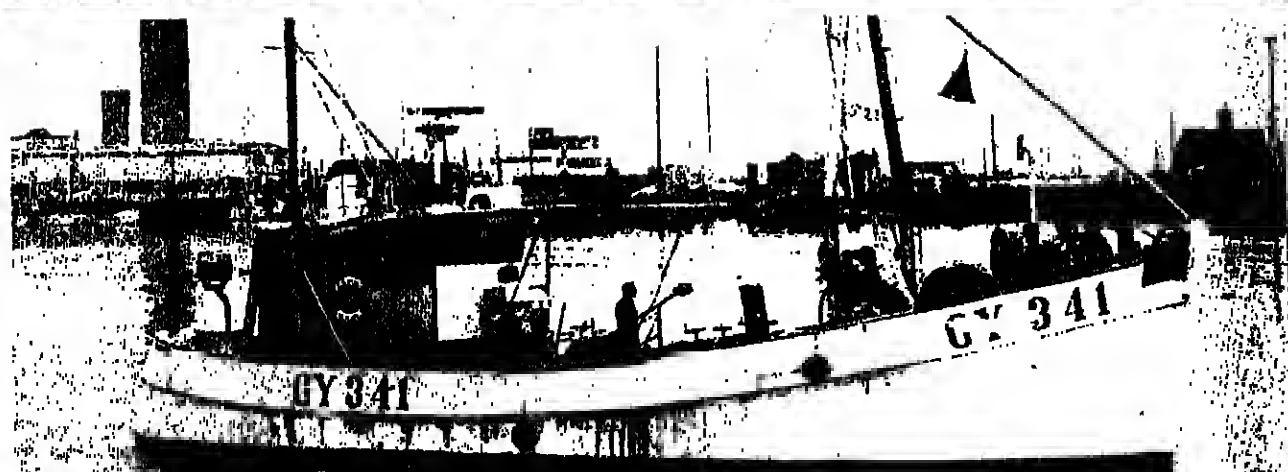
In the forepeak there is a small well-equipped galley with Calor gas oven and cooking rings supplied from cylinders in a deck locker behind the companionway. Leading off the galley is the main cabin with berths for four persons and heated by a solid fuel stove. Other installations include a 'Sailor' R108 receiver, a Supa Sniffa gas detector alarm and a toughened glass fibre skylight-emergency exit.

Compact

A separate cabin for the skipper is incorporated aft in the deckhouse over the raked steel anchorroom casing. The deckhouse layout follows the traditional anchor-seiner pattern with the cabin, including the chart table, aft of a compact and well laid-out wheelhouse heated by radiators drawing hot water off the main engine.

Steering is by Brussels power-hydraulic model HS65R with adapted K & L Marine solenoid valve system, and linked to a Deca 350 autopilot and Deca 42F 75 watch alarm.

Navigation aids include Deca 110 radar, Deca Mk.



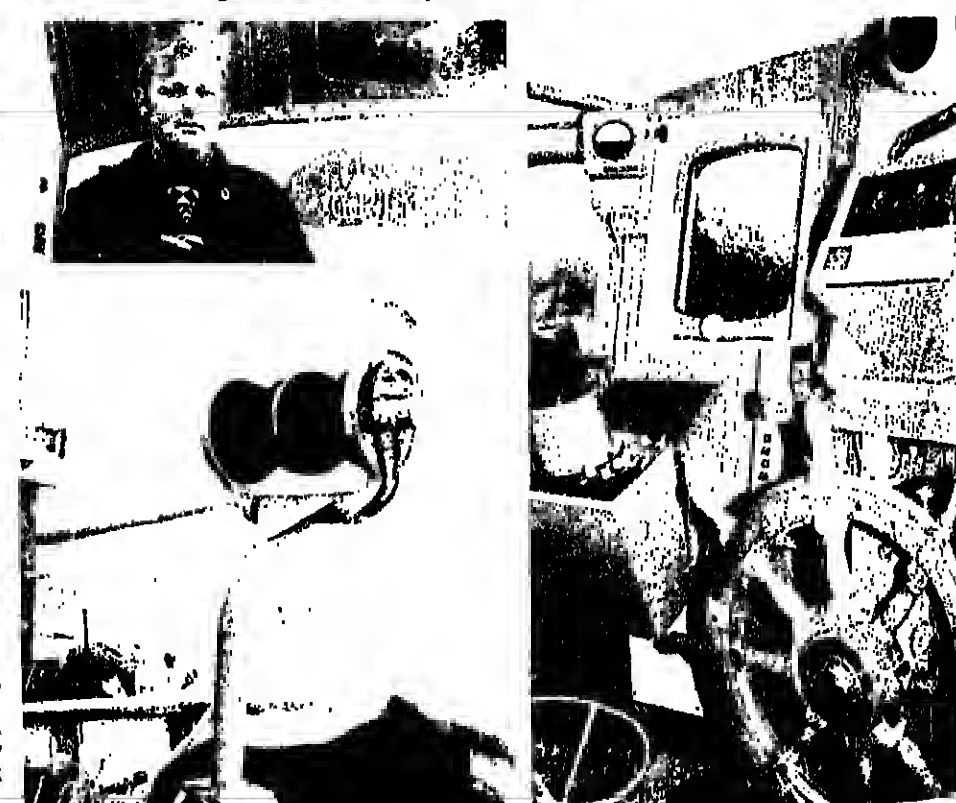
21 Navigator, Brussels tiller indicator and sterboord hydraulic tiller control.

The main fish finding equipment is a Kelvin Hughes MS44 echo sounder with forward/left selector transducer switch. While for communications there is a National VN 581 wheelhouse to cabin intercom, the new 'Seilor' T126/R110 transceiver (in the skipper's cabin), 'Sailor' R144 Watch Receiver and a 'Sailor' RT144 vhf. A separate 'Sailor' R108 receiver is also fitted for general use.

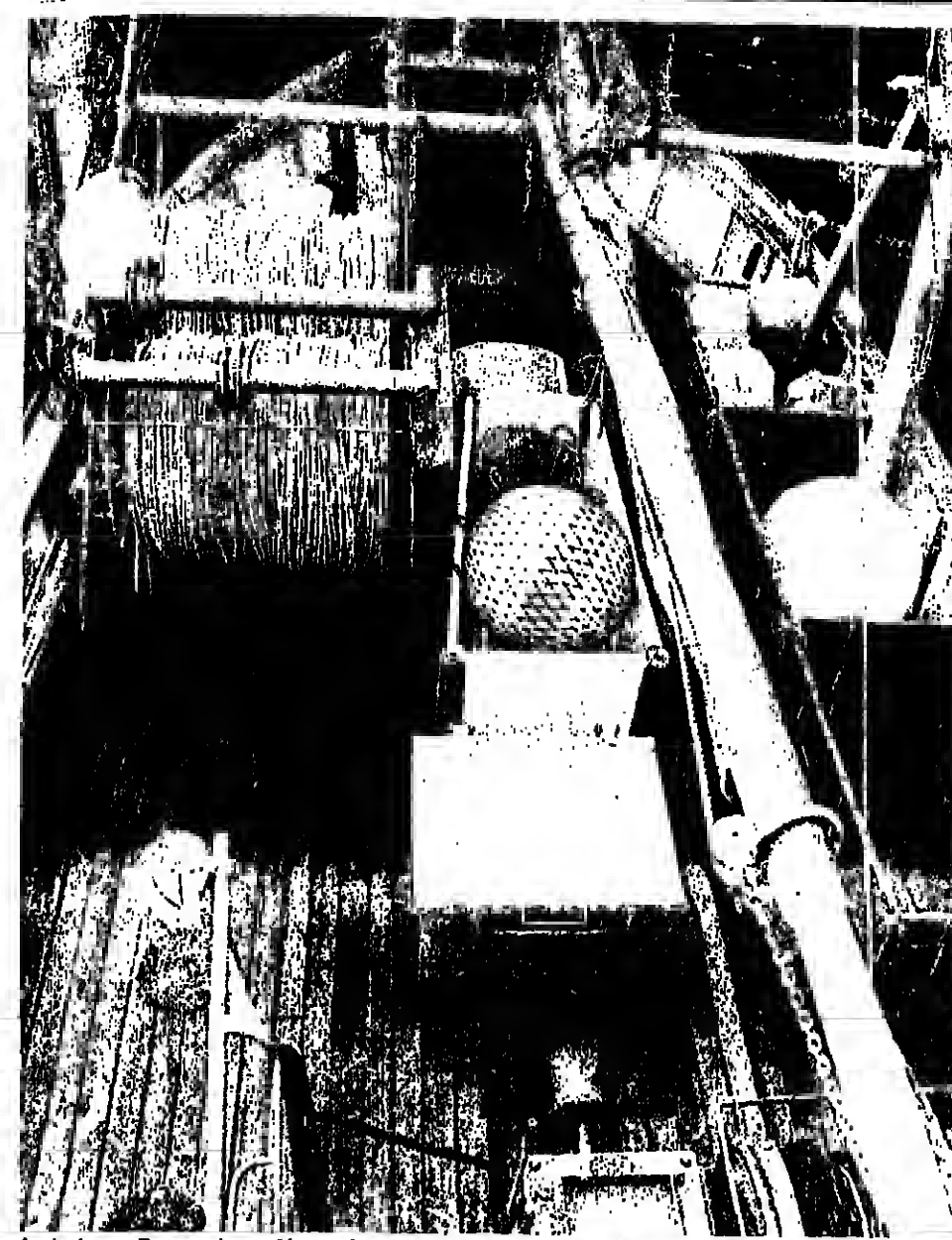
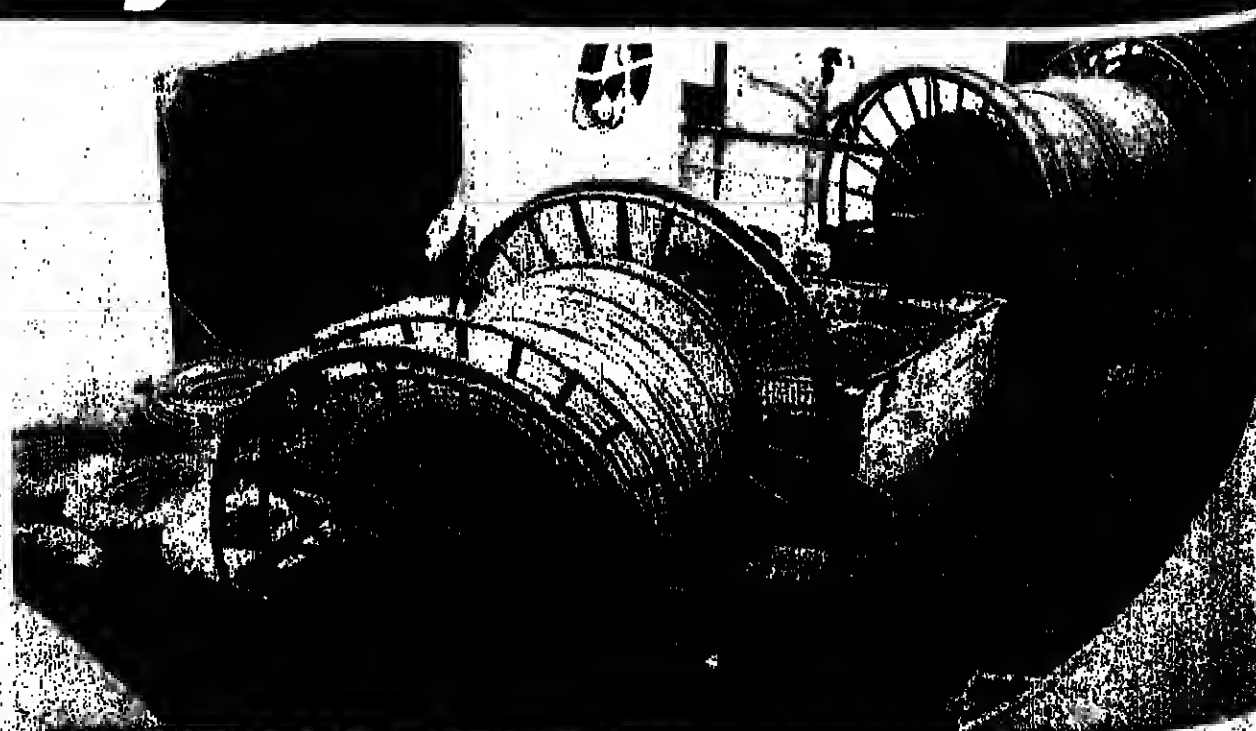
Other wheelhouse installations are Gardner engine controls, a Deca Mk. 3 transmitting compass with visual cord and autopilot sensor, duplicated rope drum controls and a Gremner DS 44/2 helmsman's chair.

A GE split beam searchlight is mounted on the wheelhouse roof together with a Flamm fog horn, while Phillips halogen floodlights are provided for deck lighting. The 'A' type main mast, mizzen, gilson, pound stanchions, companionway and all metalwork above deck level is of galvanised steel.

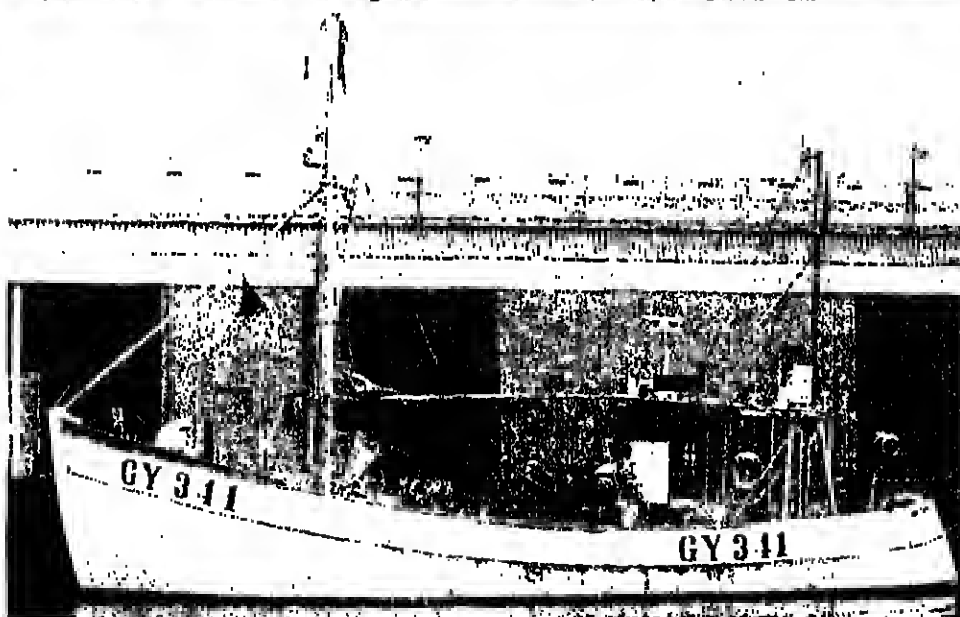
Iysha in Grimsby fish docks. She is being skippered by Denis Sørensen (below), who has wide experience of different fishing methods. Bottom: her double-sheave Hydeme KB-04 pedestal net hauler. Below right: inside her compact wheelhouse.



Ajax fitted with



Iysha has a Ramme type 'A' two-drum rope storage unit forward. The boat completed her maiden trip at the end of last month and grossed £5,708 for 241 kits, almost all cod.



seine reels

ONE OF THE latest Scottish seine netters to be fitted with seine rope storage reels is Skipper Willie Campbell's 85 ft. *Ajax*.

She has been fitted with a two-drum system of reels from the Eilon firm of Fishing Hydraulics (Scotland) Ltd., and they are the first from the firm to be fitted with hydraulic braking.

The brakes are not exposed to the elements and, therefore, do not have the maintenance problems of the former disc-type brakes.

Left: the two-drum seine reel system aboard Skipper Willie Campbell's 85-footer *Ajax*. He has retained the boat's original rope bins.

Right: control panel for the reels mounted below the wheelbeck. The reels can be started, stopped and reversed from here.

The hydraulic brakes can be controlled from three positions — in the wheelhouse, on the reels and from a panel sited below the wheelbeck. In addition, the speed of the reels can be pre-set for paying out the ropes in bad weather. Formerly this had to be done by hand brake as the ropes were being paid out.

Controls for stopping, starting and reversing the reels are fitted on the control

panel below the wheelbeck.

Each reel has capacity for 17 coils of 3 1/2 in. rope and, like all reels from Fishing Hydraulics, has the facility for allowing a section of rope to be taken on to an auxiliary drum for repair without interrupting the hauling cycle.

However, unlike the majority of seines which fit reels, *Ajax* has retained the rope storage bins which were fitted at the time of her building.

Skipper Campbell sometimes fishes off the Scottish west coast where it can be necessary to set different lengths of rope during one trip. Bins are useful on these occasions.

Skipper Campbell pioneered the use of seine bins for seine and ropes aboard his former vessel, the 80ft. *Ajax* (NS82). In 1973, Rapp power blocks are now being manufactured by Fishing Hydraulics at Eilon.



Dredging seed mussels for transplanting on protected plots.

TWO PILOT projects on opposite coasts of the Irish Republic involving different techniques of cultivating and harvesting mussels are beginning to have excellent commercial prospects.

The scheme on the east coast involves the dredging of small seed mussels from natural beds in the Irish Sea and then reeling them on plots in Wexford Harbour. The west coast project involves intensive cultivation of mussels on ropes suspended from rafts moored in inlets like Killary Harbour in Co. Mayo.

The east coast project grew out of a research programme begun six years ago by the Irish Sea Fisheries Board (ISFB). Mussels were transplanted from two seed mussel beds off the coast of Wicklow on to plots in a protected area of Wexford Harbour. They grew to a marketable size — over two inches in length — in two years.

The new beds were fished for a limited period last year and the exported processed meats gave a commercial return of £85,000.

Dr. R. A. Meeney, the Board's Assistant Fisheries Development Manager who initiated and supervises the scheme, considers that the main disadvantage of the operation is the danger of over-fishing the natural beds from which the seed mussels are taken to replenish the cultivated beds. His resource group is now looking around for other seed mussel beds in the Irish Sea.

Dr. Meeney believes that if two or three more seed beds can be located, the mussel industry in the south-east of Ireland can really be expanded. Even with the existing reeling programme, between 1000-1500 tons of mussels a year can be grown in Wexford Harbour.

One advantage of raised mussel is that they grow to uniform size and are welcomed on the French market. In Holland, where this system of mussel culture has been used for many years, and where supplies of seed mussels are available in large quantities, the annual production of mussels has reached something like 120,000 tons a year.

Raft culture

The raft cultivation of mussels in Killary Harbour and other inlets on the west coast of Ireland is part of a Gaeltarra-Eireann project aimed at assessing the potential of artificial mussel culture in various parts of the

shell fish chat

As the industry developed, the need for lighter, stronger, and more stable structures emerged and specialised rafts were developed. A typical raft is about 20 metres square and carries an average of 500-600 ropes.

The cost of a raft of this kind in 1968 was about £3,000. Large operators may have up to 25 rafts — so it really is big business!

While on the subject of mussels we have recently been sent a copy of a MAFF publication — "Settlement, growth and production of the mussel, *Mytilus edulis* L. in Morecambe Bay, England" by P. J. Dore. The paper describes in detail studies on the settlements of seed mussels which occur on the sands in Morecambe Bay.

An interesting point was that although this mussel spat covered large areas of the bay the annual mortality was 95-100 per cent and few mussels survived to their third year. The major cause of the high death rate was the destruction of the mussels by tidal scour and storms, but swarms of starfish also found these bivalves an appetising food and cleared the beds during the summer.

The study by Dr. Dore also included observations on the growth rate and the meat yield of these small mussels. This paper is published in the Fishery Investigations Series and can be purchased from H. M. Stationery Office price £1.70.

Scallops

Perhaps 1976 will not be thought of as a boom year for many English inshore fishermen but it did bring a big increase in scallop landings. Fishermen in Sussex and in Devon and Cornwall landed record catches of scallops and first-sale values are believed to be worth over £2 million.

A good marketing situation helped and several new beds of scallops were located during the year. I'll have a few more details of scallops in my next 'Chat' — T. J. W. PETER.

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safety at sea

PRIOR knowledge of
how to act and use
lifesaving equipment
can drastically im-
prove the chances of
survival in the event of
disaster.

Fishing News attended
part of the Basic Sea Survival
Course run in Aberdeen by
the Offshore Survival Unit of
the Robert Gordon's Institute
of Technology earlier this
month.

Students on the course, a
group of young men from oil-
rig supply vessels, admitted
that they found it much more
difficult to board a lifeboat
than they would have thought
possible—even in a swim-
ming pool.

They said that various
points raised during the
course had made them aware
of a number of important
problems that had not
previously crossed their
minds.

Even the most sensible and
level-headed person can do
the silliest things in a stress
situation, even as far as to
forget, after boarding the
lifeboat, to cut the line holding
the raft to the rapidly sinking
ship.

Seasickness, usually
something of a joke among
seamen, can quickly affect
everyone in a lifeboat.

It leads to a devastating
loss of morale and ceases men
to lose the will to take action
and, therefore, it is very im-
portant to take the anti-
seasickness pills provided in
the survival kit.

The average fit man has
only up to 40 minutes of con-
sciousness after falling into the
North Sea, but the effects of
hypothermia will begin to
take place much sooner and
will quickly steal a man's
efficiency.

Panic will cause men to act
irrationally, and loss of morale
can quickly make a man
violent.

There is even grave danger
in jumping into the sea if it is
not done correctly, and it is
useless to swim around to
keep warm as this, in fact, only
accelerates heat loss from the
body. Even in the raft people
will suffer from hypothermia
leading to death if the symp-
toms are not recognised and
correct action taken.

These are only a few points
which students hear about
during the one and a half day
course which aims to give a
general working knowledge of
lifesaving equipment and of
the actions to be taken in
order to increase the chances
of survival after abandoning
ship.

The course is approved by
the Department of Trade and



Some of the men attending the
Merchant Navy Training
Board and is run by Joe Cross,
who was formerly survival officer
with the navy.

All fishing boats are re-
quired by law to carry lifesav-
ing and survival equipment,
and the statutory re-
quirements for the various
classes and sizes of vessel are
laid down in The Merchant
Shipping (Lifesaving Ap-
pliances) Rules 1965.

Detailed investigations into
the whole question of safety
at sea is part of the continuing
work of such organisations as
the Department of Trade and
the Inter-Governmental
Maritime Consultative
Organisation (IMCO).

The modern legal re-
quirements have been arrived
at through recommendations
made at such events as the
International Convention for
the Safety of Life at Sea, 1960.

Amendments to the
regulations are made in the
light of latest experiences and
a further interexchange of ideas
will take place at the

LICENCE BOATS —inquiry verdict

IN THEIR preliminary
verdict part-way through
their inquiry into the
fishing industry, the Com-
mons Expenditure Com-
mittee has come down
firmly in favour of a licen-
sing system to limit
fishing effort.

They urge speedier dis-
patch of advice to fishery
protection vessels when it is
sought; suggest the use of
identification friend or foe
(IFF) equipment in licensed
fishing vessels; say that

courts should accept
photographic evidence in cer-
tain cases; and argue that the
EEC should contribute to the
cost of a British-operated
protection effort within UK
waters.

The inquiry has already
taken evidence from 67
witnesses at 14 meetings and
is to continue, but the
preliminary report is made in
case some of the points
become out-of-date.

The report says that the
committee intends to carry
out a thorough review of
catching capacity, but
preliminary indications con-
firm the view of Austen Laing
in evidence in December that
there is a gross excess of
catching capacity in the Com-
munity.

"In our view catch quotas
have been completely dis-
credited as the sole means of
husbanding fishery resources.
Only a licensing system,
which will limit effort, can
protect sadly depleted stocks
against a highly-competitive
European industry.

"In this respect we regard
the Commission's proposals
as being in principle correct.
In particular we welcome the

survival course at Aberdeen
preliminary lifeboat drill.

with his lifejacket
above him.

Such accidents could well
be avoided if men knew
what to do. Although oil per-
sonnel and other sea-users are
enrolling for the Survival
Course in Aberdeen, Mr.
Cross told Fishing News that
there was no response from
the fishing industry.

He added that he would not
necessarily want to see such
courses made compulsory for
fishermen, but rather that
they could appreciate the
supreme importance of hav-
ing some training in survival
techniques.

Mr. Cross pointed out that
no one can realise what an ab-
solutely shattering experience
shipwreck can be until it ac-
tually happens.

Hugh Macdonald, an in-
structor on the course and
formerly a fishing skipper,
said that he would like to
see some of Scotland's
loading skipper-owners
enrolling for the course as they
could well encourage more
fishermen to follow.

GLORIA WILSON

DUBLIN SHOW-2

Firm plans fish plants

A FIRM which has just
designed the canning
line for a Donegal fish
factory took a stand at
the Dublin show.

The firm, Jorgensen Food
Engineering, designed the
line for herring and mackerel
in sauces. They are packed in
ring-pull cans under the John
West label.

Liam Hayden, a Dublin-
based consulting food
engineer who has had ex-
perience on the production
side of food factories, said the
plant is just going into service
and staff are being trained.

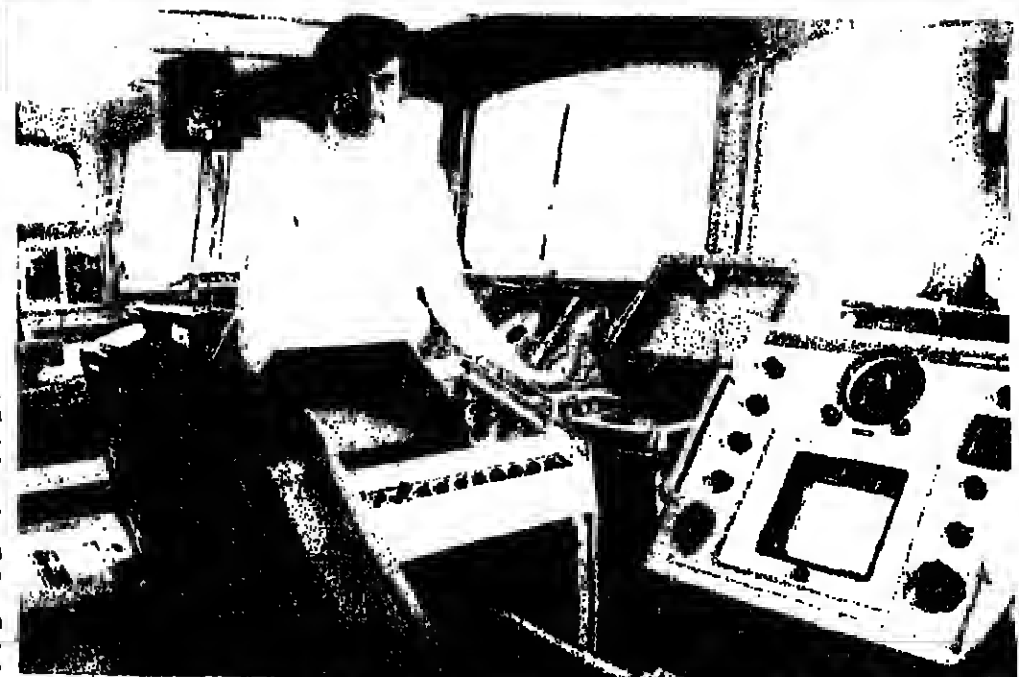
Another Donegal project
Jorgensen has been involved
in is a crab factory. This was
ready in time for the crab
season last July.

The work here involved
rearranging an old vegetable

factory into a versatile plant
for handling fish. Errigal Fish
Ltd. can now freeze crab in
vacuum packs, produce
frozen salmon and marinated
herring, frozen mackerel and
smoked fish. Also, small
quantities of other species
local boats bring in can be
processed.

Jorgensen is a Danish firm
which has its own manufac-
turing subsidiary to produce
conveyors, cookers, jars and
can handling machines.

It's production line needs
specialised filleting or gutting
machines, etc., then
Jorgensen specifies a suitable
unit from a fish processing
machine manufacturer.



Proud skipper, Kevin McHugh, with some of
the instrumentation of his 80 ft. *Albacore* —
Ireland's latest purse seiner. The wheelhouse is
arranged for purse seining on the starboard
side and white fish, mid-water and bottom
trawling on the port. In front of Skipper
McHugh is the Simrad data display unit. Other
equipment in shot includes (left to right):

Simrad EQ 38 sounder and EQ 50 sounder and
CI scope, Microtechnics gyro repeater, Decca
Pilot 450 G, Track Plotter, Navigator Mk.21
loverhead, Simrad ST sonar and Decca RM
1216 radar. Other electronics aboard *Albacore*
not in the picture include: EX 50 sounder, FB
Netasounder and F1 Trawl Watch. *Albacore*
was built by the Monckton yard.

ICE AT SEA AND ASHORE

TWO FLAKE ICE
machines by Promac of
Holland were displayed
by Hall Thermotank
Ireland.

A Flake ice machine
producing 1.2 tons a day was
on show, but this unit can be
boosted to churn out up to
two tons a day.

Boats with their own ice-
making facilities are independ-
ent of shore-based plants
which can often have queues,
or be necessary only at cer-
tain states of the tide.

Smallest

Fish merchants expressed
interest in a flake ice machine
producing 120 lb. of ice a day.
Selling for £1,700, the com-
pact unit was the smallest in
the Promac range.

The firm is supplying cool-
ing plant in the port. *Salce
Bogina*, a steel boat lifting out
on a Hakvoort hull at BIM's
Killybegs yard.

Cooling plant keeps the
boat's ice in top condition and
so catches can be landed at
their best.

Belgian duo

THE PAIR of turbo-
charged Anglo-Belgian Co.
diesel engines exhibited
were designed for two
wooden 80-footers being
built by the Irish Sea
Fisheries Board's Killy-
begs yard.

The boats have been
ordered by skippers Jim
McLennan and Patsy
Gallagher.

Made in Belgium, the
6MDX engines produce 900
hp at 750 rpm and were dis-
played by ABC's Irish agent,
Fitco Ltd.

A third engine of the same
type is specified for another
wooden boat for an Irish
skipper.

Danes run up 810 hp diesel

GRENAA, the Danish
firm which produces
slow-speed diesel
engines, was running a
810 hp unit at the show on
the hour.

The six-cylinder engine ran
quietly enough to hold a con-
versation while leaning against
the unit and the engineer's
party party is to stand a 50p
coin on edge on the top of the
engine to demonstrate its
vibration-free running.

There are now about a
dozen Grenaa diesels in ser-
vice with the Irish fleet and
two more will be going into
new boats which are just be-
ing ordered.

Around 95 per cent of the
firm's production goes into
fishing vessels and some 45
complete propulsion units are
produced by Grenaa a year.
Engines are supplied com-
plete with reduction gear,
controllable pitch propeller,
exhaust, etc.

The model on show in
Dublin, a type 6PR 24TK,
had only been run for about
50 hours and it is going back
to the factory. It develops
810/900 bhp at 750 rpm, with
a propeller speed of 360 rpm.

Sales and service in Ireland
is through Grenaa Diesel
Ireland Ltd., of Donegal.



Grenaa's 900 hp diesel ready to be started.

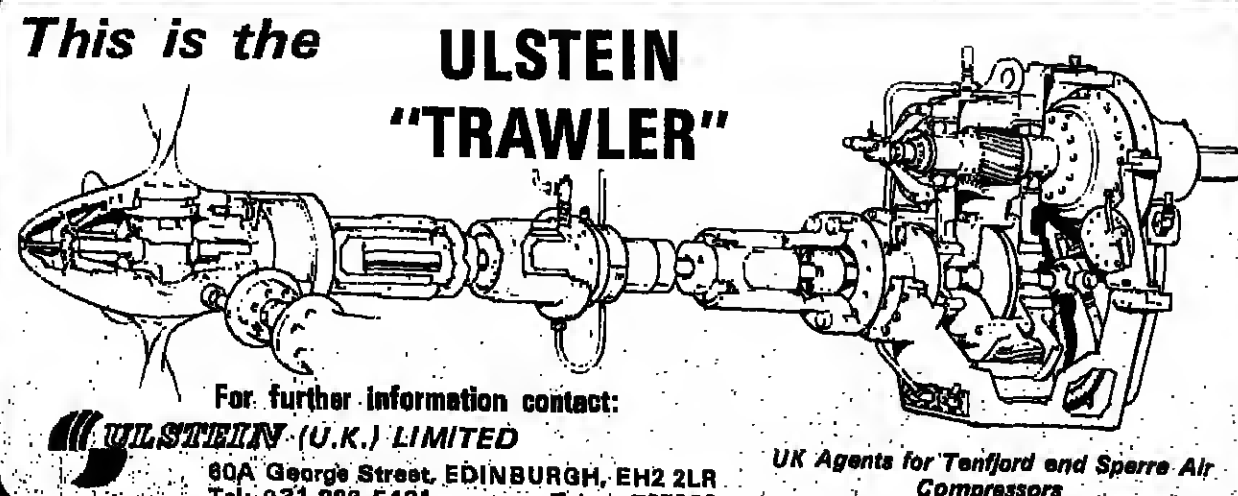
Grenaa Diesel
TYPE 6 PR 24TK
810/900 bhp at 750 rpm
with a propeller speed of 360 rpm.

Simple, safe and non-
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pumps up to 2 gallons
per hour. Design
includes anti-siphon and
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